

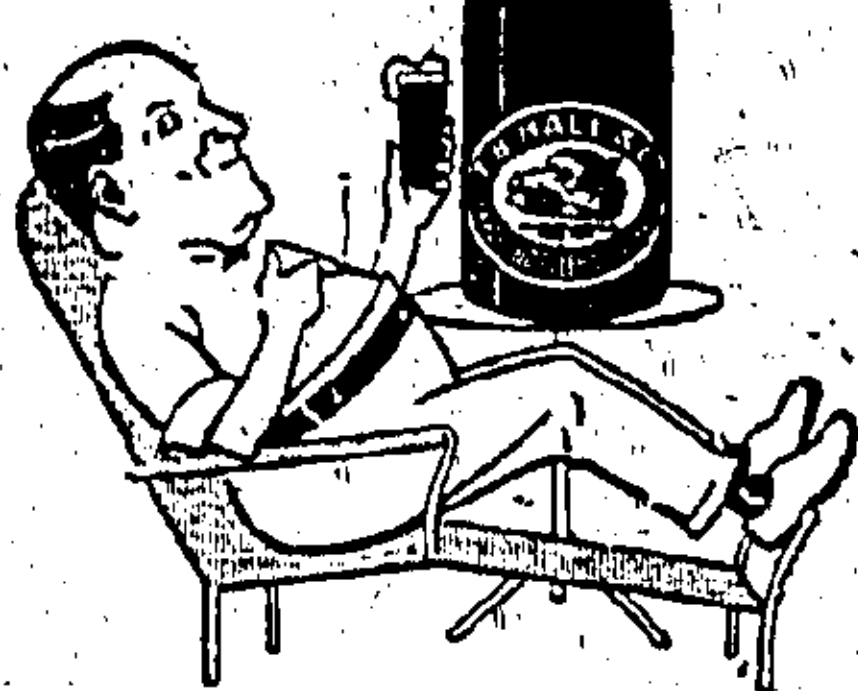




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## OUR LONDON LETTER.

CHINA'S TROUBLES AS SEEN THROUGH BRITISH EYES.  
THE DEPARTURE OF THE BOXER INDEMNITY COMMITTEE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, January 29th.

### THE TILLS OF CHINA.

Some friendly speeches were made at a private luncheon given at the Chinese Legation in London to Dame Adelaide Anderson and Professor Scottill, members of the Boxer Indemnity Committee, on the eve of their departure for China. Pleasant things were said on both sides, and one is left wondering what effect they would have on the minds of your readers who have the best reasons for knowing how the British race in various parts of China has been treated for many months past.

Without pursuing that point further, it may be of interest to note that, as a parting message Mr. Chao Hsin Chai, the Chinese Acting Minister, who gave the luncheon, told the delegates that all the troubles in China were due to "the existence of unequal treaties." He repeated and emphasised this point, as though the phrase explained and even excused everything—the anti-foreign outbursts, the boycott, extremism, and so forth. "If," said Mr. Chao, "Great Britain will take the initiative to adjust China's treaties on the basis of equality and reciprocity you can be assured in advance of a most friendly attitude on the part of the Chinese people. There will be no more anti-foreign feeling."

### TWO SPEECHES.

Dame Adelaide Anderson was the only woman present at the luncheon. In a little speech she said that her recent investigations into labour conditions in China showed her that China was passing through the same developments as Great Britain did after the Industrial Revolution. Professor Scottill remarked that his 30 years work for China in China was being continued for her as Professor of Chinese at Oxford. He was glad of the opportunity to return to China, and he believed the mission would be successful because the Chinese with whom they would be discussing matters were reasonable men. Referring to Lord Willingdon, who has already left here for China, the Professor said that in his Lordship as the Chairman of the Boxer Indemnity Committee the British Government could not have a better man.

### THE OFFICIAL MIND.

In conversation with a Member of Parliament who knows the Far East intimately, and has a special knowledge of South China, I learned that in official circles in London the view is held that the present troubles in which the British in China find themselves will right themselves in time. "It is thought," he said, "that the situation is exaggerated. Things are not so bad as has been represented. At least, this is the opinion which is held officially." I pointed out that the Soviet threat to the Chinese demanding the release of Ivanov, the Russian railway manager, as soon as he was arrested had an immediate effect. He was set free within three days, and this appeared to be a good illustration of the effect of firmness. To this my M.P. friend replied that Great Britain has to act in concert with the other Great Powers, and is not able to take action even where, as in the case of the Hongkong boycott, action might seem to be called for.

### THE "WAIT AND SEE" ATTITUDE.

I mention this as an important admission. It shows what the attitude of officialdom is, generally, towards the situation in Hongkong and China. No doubt, it will appear highly unsatisfactory to your British readers, and it certainly is not what might reasonably be expected. I am convinced that something impressive will have to be done on your side if the Government here are to be induced to interpose. I may point out that, even as regards questions of strong domestic interest and importance in this country, it is often necessary to employ expedients to "singer-up" the Government of the day. How much more necessary must it be to devise a plan to do it on behalf of British people in the extraordinarily complex situation in which readers on your side of the world find themselves!

### THE PRINCE OF WALES.

Prince of Wales has had another nasty spill in the hunting field, sustaining another broken collar-bone. His first collar-bone left a lump on the bone on that side, and also a depression in the shoulder. Now his come an exactly similar accident on the opposite side, and it is almost sure to leave the same results. This will mean an equalisation of the shoulder-fall, and the results, therefore, should not be noticeable.

### SIR ALFRED MOND.

The secession of Sir Alfred Mond from the Liberal Party with which he has been identified, has been a first-class political sensation of the week—of many weeks, in fact. Not only has he gone, but his son and heir, Mr. Henry Mond, has gone with him. Sir Alfred has been in the section of the Party which acknowledges the leadership of Mr. Lloyd George, and the cause of his break with his old political friends is Mr. Lloyd George's land policy. As you are aware, this is in effect land nationalisation, which Sir Alfred considers is pure Socialism, and therefore anathema. He is an extremely able man, though a poor speaker, and an out-and-out Free Trader. How he will be able to reconcile his Free Trade principles with the Protectionist tendencies of the Conservative Party into the bosom of which he has now entered is a very interesting speculation.

The Liberals heard the news with something akin to consternation. They are furious, Mr. Lloyd George particularly so. When asked if he had any comments on the subject Mr. Lloyd George professed to believe that the land question was only an excuse. "I am not in the least surprised," he said. "He was obviously making tracks for the Tory Party. Like another notorious member of his race he has gone to his own place." This Biblical allusion comparing Sir Alfred Mond to Judas has given great offence. Even Lloyd Georgeian Liberals resent it.

Sir Alfred Mond, who is a son of the famous Dr. Ludwig Mond, joint founder of the great firm of Brunner, Mond & Co., has been a Liberal member of Parliament almost without a break since 1903, when he was returned for Chester as a strong champion of Free Trade. Since 1910 he has sat for Carmarthen, a rural constituency. He first attained office in the 1918 Coalition as First Commissioner of Works, and in 1921 he succeeded Dr. Addison as Minister of Health and as a Minister he was a great success. He was created a baronet in 1910.

His strong opposition to Mr. Lloyd George's land policy has been forcibly expressed in recent speeches and articles. In an article published last week he declared that "any scheme which would strike at the roots of the fundamental principle of free-hold which would increase rather than diminish the sense of insecurity in the farmer, and which would burden the State with the overwhelming tolls of a financial experiment at the present time should be most strongly opposed as against the best interests of agriculture and of the community." This also pretty accurately sums up the convictions of many other Liberals.

### A CELEBRATED CHIMPANZEE.

The London Zoo is lamenting the death of Arthur, the celebrated chimpanzee, who has succumbed to pneumonia, and the daily papers have been recording him obituary notices at greater length than they are willing to give to a Member of Parliament or a Suffragan Bishop. All through his illness Arthur has been nursed like a hospital patient. For six nights trained people have sat up with him, administering oxygen and hypodermic injections of camphor, and several doctors have been attending him. He lay like a sick child, labouring for breath, and only taking an interest in the grapes placed in his mouth from time to time.

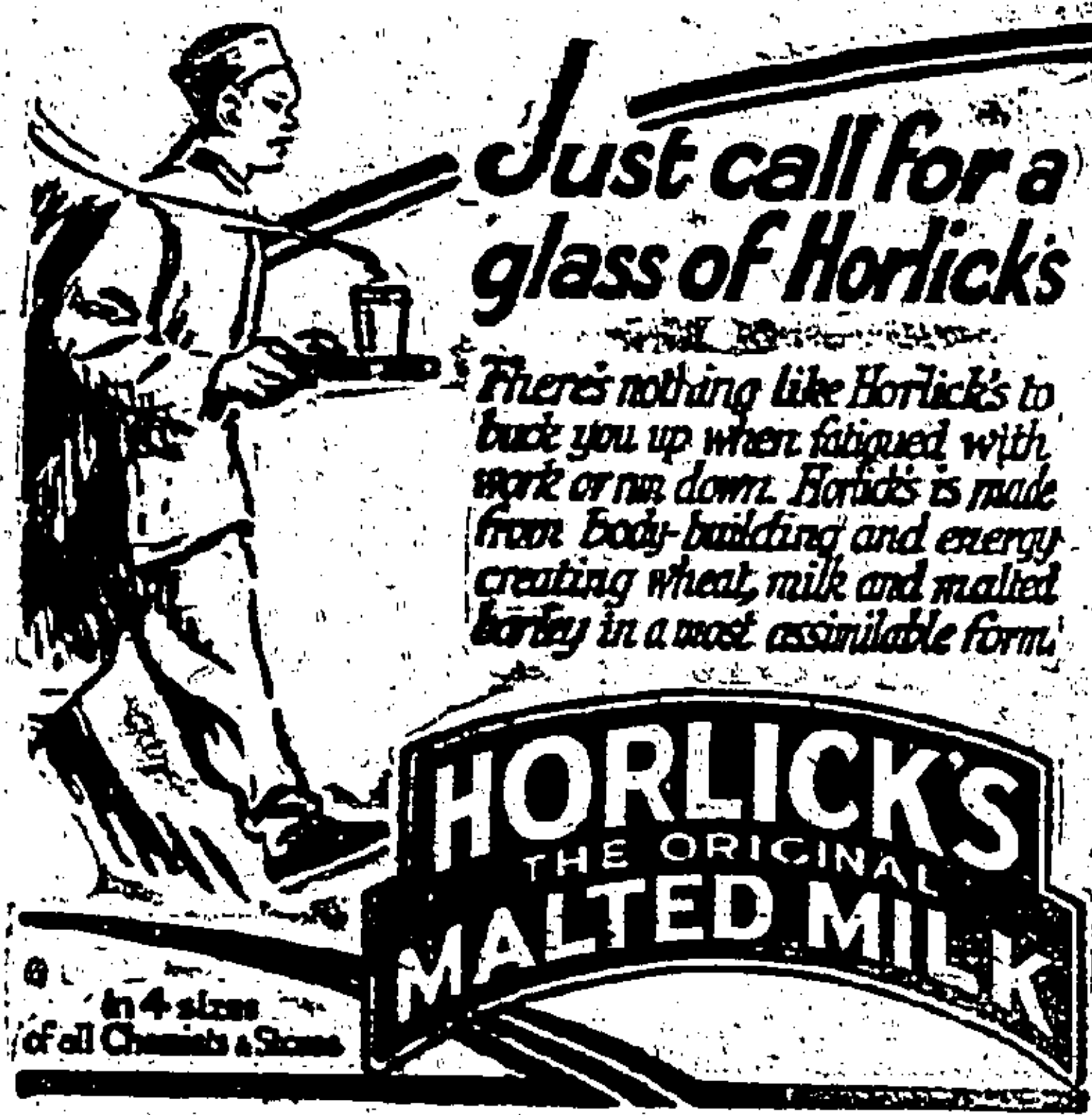
(Continued on next Column.)

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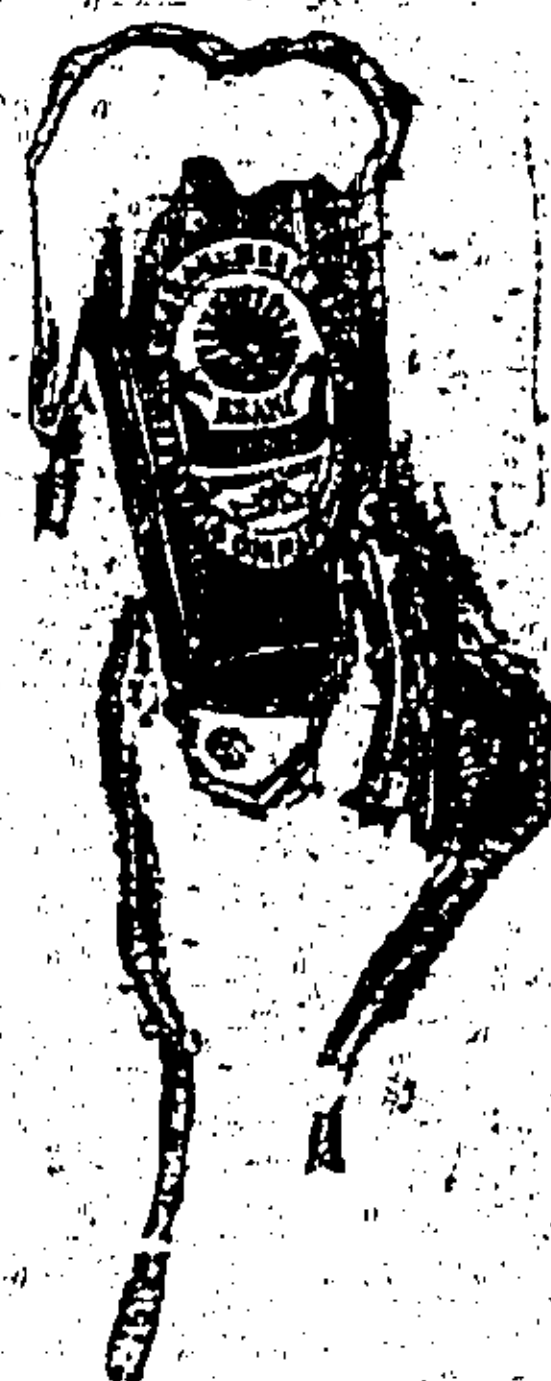
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shortest time, and invite enquiries from Wholesale  
and Export Firms who are interested in a class of  
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reputation throughout the Far East and India for  
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**PHILIPPINE INDEPENDENCE.**  
VIEWS OF A FORMER U.S.  
AMBASSADOR.

Mr. Henry Morgenthau, formerly U.S. Ambassador to Turkey and afterwards to Mexico, has been paying a visit to the Philippines. Before his departure he gave to the Press a typewritten statement containing the following parting advice to the Filipino people:—

"A disinterested observer can't help noticing that there is being now created here a cyclone of sentiment for immediate independence."

"If it bursts, it will spend all its fury and do the havoc in the Philippine Islands. It can't travel across the Ocean and reach the United States."

"For God's sake, stop playing with the highest, most dangerous explosive ever discovered, Human Passion."

"Leave it to statesmen to settle in statesmanlike manner an interstate problem—and use your ability and energy to produce a giant wave of prosperity."

"Your country is far more ready for that than for political agitation. If you really want happiness and genuine freedom, retain your junior partnership in the United States and don't try to navigate the troublesome seas of international affairs without a pilot."

"Statesmanship should supplant politics. You need not necessarily change leaders. Quezon and Osmeña have many of the qualifications that make patriotic unselfish statesmen."

"What you must do is, to change your methods, your trend of national thought. Have intelligent peaceful deliberation supplant exciting unproductive agitation."

THE NEED OF FOREIGN CAPITAL.  
In conversation with a number of reporters, Mr. Morgenthau defined a stable government as a means of gaining independence, and the Philippines, he said, do not possess that.

"A country shows stability when foreign capital enters freely. No foreign capital is freely and abundantly entering the Philippines."

"You people lost a good opportunity to prosper when you turned down Firestone's rubber proposition. True, you can produce other goods of equally prime necessity, such as sugar and tobacco. But other countries can produce sugar, as plentifully as, and perhaps even of a higher class than you can. Other countries can produce tobacco, maybe on a cheaper and higher class scale than you. But rubber-producing countries, countries with the soil, the climate, to grow the product, are not so plentiful. The Philippines are an ideal place to grow rubber. Firestone knew that. But you could not see your way clear to allow him to invest here, and incidentally declined to accept his proposal. Do such actions as these show stability?"

A reporter asked Mr. Morgenthau whether he thought the Philippines were capable of independence.  
"Yes, undoubtedly," was the reply.  
"But they cannot maintain it. I cannot for the life of me see why the Filipinos want to separate themselves from the United States. I cannot see how they will benefit by it."

He declared that the Filipinos, in order to gain their much desired independence, should, instead of fighting against the United States, co-operate with her, and prove capable and worthy of separation. "Asking for independence now is almost ridiculous. You have no navy, no army, practically nothing. How can you possibly maintain it?" he concluded.

Political leaders in Manila expressed their conviction that Mr. Morgenthau was in the Philippines on official business and that he would have much to do with the shaping of a definite policy of the United States in the Philippines. Mr. Morgenthau's report to the President, and his recommendations, will be the nucleus, the skeleton, of whatever Philippine policy is to be adopted by Washington, it was declared.

**THE EXTRATERRITORIALITY COMMISSION.**

PROVINCIAL TOURS.

[ASIAN NEWS SERVICE.]

PEKING, February 26th.  
According to information from the office of Dr. C. H. Wong, the delegates of the Powers forming the Extraterritoriality Commission, have completed their investigation and examination of the various Chinese laws and codes, and they will leave for the various provinces about the middle of March.

Owing to the dislocation of the Chinese railway service, the delegates will probably travel by railway to Tientsin and proceed from there to Shanghai by sea. After the completion of their tasks at Shanghai, the delegates will be divided into two parties. One party will go to Nanking, Anking, Hankow, Wuchang, Changsha and other Yangtze ports, while the other party will visit Hangchow, Ningpo, Tsochow and as far as Canton in the South.

In view of the Chinese political unrest as well as the difficulties of travel to the frontier provinces, the delegates may not visit Yunnan, Kweichow, Kwangsi and Szechuan at present.

The foreign delegates will assemble at Peking again after their return from Shanghai and then proceed to make judicial investigations in Shansi, Fengtien and other north-western and north-eastern provinces.

It is stated that the foreign delegates are deeply interested in the Chinese Court of Justice and Supreme Court at Harbin as they are established within the special zone of the Chinese Eastern Railway chiefly for the adjudication of Sino-Foreign lawsuits in Manchuria.

**HONGKONG STOCK EXCHANGE.**  
CLOSING QUOTATIONS.

March 9th, 1926.

|                                                    |                           |
|----------------------------------------------------|---------------------------|
| Hongkong Bank                                      | 1,030 buy, 1,025/1035 sa. |
| Do, London                                         | 214 nom.                  |
| Chartered Bank                                     | 214 nom.                  |
| Mercantile Bank, A. & B.                           | 230 buy.                  |
| Do, C.                                             | 214 buy.                  |
| F. & O. Bank                                       | 214 nom.                  |
| East Asia Bank                                     | 214 nom.                  |
| Canton Insurance                                   | 400 buy.                  |
| China Underwriters                                 | 114 buy, 150 sa.          |
| North China Insurance                              | 114 buy, 140 sa.          |
| Union Insurance                                    | 190 buy, 277 sa.          |
| Yonghe Insurance                                   | 444 buy.                  |
| China Fire Insurance                               | 165 buy.                  |
| Hongkong Fire Insurance                            | 340 buy, 344 sa.          |
| Douglas                                            | 30 nom.                   |
| H.K. & U. M. Steamships                            | 33 buy, sa.               |
| Hongkong Tugs                                      | 34 buy.                   |
| Indo-China (Ref.)                                  | 30 nom.                   |
| Do, (Def.)                                         | 340 nom.                  |
| Shell Transport                                    | 30/3 buy.                 |
| Star Ferry                                         | 30/3 buy, 31/3 sa.        |
| Waterboat                                          | 115 buy.                  |
| Oriental Navigations                               | 120 nom.                  |
| China Steam                                        | 120 buy.                  |
| Malacca Steam                                      | 120 buy.                  |
| Benguet                                            | 114 nom.                  |
| Kailan Mining Ad.                                  | 42/6 buy.                 |
| Kangnang (combined)                                | 114 buy.                  |
| Do, (single)                                       | 114 buy.                  |
| Shanghai Explorations                              | 114 sel.                  |
| Shanghai Loans                                     | 114 7 nom.                |
| Do, (old)                                          | 45 buy.                   |
| Do, (new)                                          | 55/6 buy.                 |
| Ural Caspian                                       | 3/6 nom.                  |
| H.K. & K. Wharves                                  | 126 buy.                  |
| H.K. & W. Docks                                    | 40 buy.                   |
| Hongkong                                           | 114 185 buy.              |
| New Engineering                                    | 114 5 buy.                |
| Shanghai Docks                                     | 114 94/10 buy.            |
| H.K. & S. Hotels                                   | 114 94/10 buy.            |
| Hongkong Lands                                     | 114 94/10 buy.            |
| Hongkong Realty (op.)                              | 45 buy.                   |
| H.K. Territorial (op.)                             | 45 sel.                   |
| Humphreys Estates                                  | 114 buy, 134 sa.          |
| Prince's Buildings                                 | 114 sel.                  |
| Rural Lands                                        | 114 sel.                  |
| Ewo Cottages                                       | 114 94 buy.               |
| Oriental                                           | 114 3 nom.                |
| Shanghai Cottages (old)                            | 114 54 buy.               |
| Do, (new)                                          | 114 28 buy.               |
| Amusements                                         | 114 buy, 12 sa.           |
| Canton Ice                                         | 114 nom.                  |
| Cement (combined)                                  | 114 buy, sa.              |
| Do, (old)                                          | 114 buy.                  |
| Do, (new)                                          | 114 buy.                  |
| China Buses                                        | 114 114 buy.              |
| China Lights (combined)                            | 114 buy, sa.              |
| Do, (old)                                          | 114 buy.                  |
| Do, (new)                                          | 114 114 buy, 13 sa.       |
| China Providents                                   | 114 7, 90 sa.             |
| Constructions                                      | 114 nom.                  |
| Dairy Farms                                        | 114 buy.                  |
| Der A. Wing (op.)                                  | 114 nom.                  |
| Hongkong Electric                                  | 114 buy, 60/61 sa.        |
| Macao Electric                                     | 114 40 nom.               |
| H.K. Developments                                  | 114 25 sel. nom.          |
| H.K. Ropes (combined)                              | 114 sel.                  |
| Do, (old)                                          | 114 nom.                  |
| Do, (new)                                          | 114 nom.                  |
| Hongkong Tramways                                  | 114 24/25 sa.             |
| Lane Crawford                                      | 114 sel.                  |
| Macintosh                                          | 114 sel.                  |
| Peak Tram (old)                                    | 114 buy.                  |
| Do, (new)                                          | 114 buy.                  |
| Singapore                                          | 114 sel.                  |
| Taxi                                               | 114 sel.                  |
| United Assurance                                   | 114 nom.                  |
| Watsons (old)                                      | 114 nom.                  |
| Do, (new)                                          | 114 nom.                  |
| Wm. Powells                                        | 114 nom.                  |
| Telephones                                         | 114 buy.                  |
| Singapore Tractions                                | 114 sel.                  |
| buy—buyers; sel.—sellers; sa.—sales; nom.—nominal. |                           |

**EXCHANGE RATES.**

[BRITISH WIRELESS SERVICE.]

RUPEE, March 8th.

To-day's exchange rates are as follow:

|                           |         |
|---------------------------|---------|
| Paris                     | 135     |
| Brussels                  | 107     |
| Amsterdam                 | 12 11/4 |
| Berlin                    | 20 40   |
| Copenhagen                | 18 7/8  |
| Vienna                    | 34 48   |
| Helsingfors               | 193     |
| Lisbon                    | 24      |
| Buenos Aires              | 454     |
| Shanghai                  | 3/4     |
| Yokohama                  | 1/23/16 |
| New York                  | 4 3/4   |
| Geneva                    | 25 3/4  |
| Milan                     | 22 10   |
| Stockholm                 | 18 13   |
| Oslo                      | 22 70   |
| Prague                    | 164     |
| Madrid                    | 24 40   |
| Rio                       | 71      |
| Bombay                    | 1/64    |
| Hongkong                  | 2/44    |
| Silver (spot and forward) | 30 7/16 |

**THREEPENNY FLITS.**

FROM THE CHURCH TO THE BANK  
—AND BACK AGAIN.

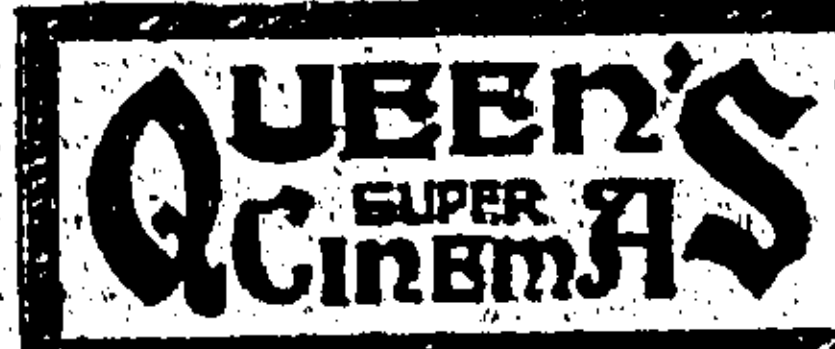
"I don't believe threepenny bits would be minted were it not for Church offertories," said the Rev. G. C. Lunt, the new Archdeacon of Egypt, speaking at Northampton recently. "The real reason for the unsatisfactory state of church finance is that people who think nothing of paying big prices for seats at a theatre, think threepence the proper ecclesiastical coin."

"Every Monday," he continued, "the church sends a bundle of threepenny pieces to the bank, and they all come back the next Sunday."

Anyone who went to church regularly, and thought a threepenny bit really paid his share of church expenses—lighting, heating, music, clergy, and services—had no sense of business or proportion, said the Archdeacon. The Free Churches could teach them lessons again and again, not merely in the generosity of giving, but in the responsibility of the individual towards the Church, and in the welfare of the whole body.

**SHANGHAI DIVIDENDS.**

Messrs. Benjamin & Potts are in receipt of the following dividend announcements from their Shanghai Office:—  
Java Consolidated final dividend of Tls. 2, making Tls. 4 for the year.  
Shanghai Gas final dividend of Tls. 2, making Tls. 4 for the year.



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|--------------|------------------------------------|
| P. & O. Bank | China Lights                       |
| Cement       | (old, new, comb.)                  |
| Electric     | Hongkong Trams                     |
| Underwriters | Tugs                               |
| Providents   | Union Insurance                    |
|              | No Lot Too Small No Lot Too Large. |

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**STAR THEATRE.**

Wednesday, March 10th, at 5.30 p.m. Friday, March 12th, at 8.15 p.m.  
TICKETS—82 & 81. [329]

**THE NAVY'S CHOICE**



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410

**COTTON MERCHANT'S GAMBLE.**

The story of a fortune made and lost  
in three years was related at the Liver-  
pool Bankruptcy Court by Mr. Harold  
Bowler, a cotton merchant, who said that  
three years ago he was worth £250,000,  
and at present the deficiency amounted  
to over £100,000. One year's losses in  
cotton speculation amounted to nearly  
£200,000. Mr. Bowler attributed his

failure entirely to losses in cotton futures  
speculations, his deficiency being almost  
entirely owing to firms in the Liverpool  
Cotton Market. Cross-examined, Mr.  
Bowler said he played shuttlecock with  
sums like £75,000, receiving it in one  
week and paying it out the next. Asked  
why he did not quit when he had made  
£250,000 he replied that if he had been a  
quitter he would probably have quitted  
before he had reached that sum.



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 It is economical as it wears well and with repeated washing DOES NOT SHRINK.  
 Made to your individual measure.  
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**THE "COSY" POT.**

**THE ONLY TEA AND COFFEE MAKING POT  
THAT STARTS CLEAN AND STAYS CLEAN.**

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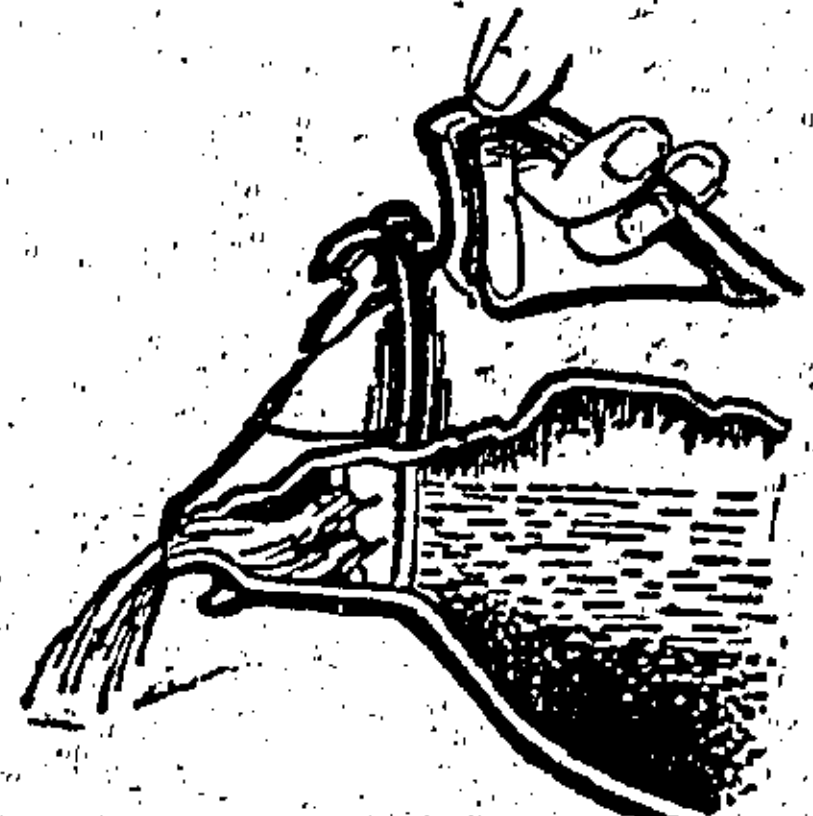
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**LOCAL SPORT.****H.K.C.C. TENNIS TOURNAMENT.****YESTERDAY'S MATCHES.****FATHER TO MEET SON.**

The doubles match was unexpectedly put off yesterday and interest concentrated on the tie in the Open Singles between Yew Man Kit and W. J. Howard, the former winning as expected, by three sets to love.

Yew Man Kit showed better generalship and played better tennis than his opponent, and, although benten many times by side-line drives, was never seriously challenged except in the first set when he lost the first four games owing to his failure to return backhand balls. There was some hard hitting and good placing by both men. Howard should do better in the future when he has had more experience.

By defeating Monaghan yesterday, D. S. Green will now meet his father in the second round of the Club Singles. It is expected that his father will give him a "thrashing."

Several handicap ties were also played off. The full results are as follows:—

**OPEN SINGLES:**—Yew Man Kit beat W. J. Howard, 7-5, 6-2, 6-4.

**CLUB SINGLES:**—D. S. Green beat T. G. Monaghan, 6-4, 6-4, 6-4.

**HANDICAP SINGLES "A":**—G. W. Sewell (owe 15) beat Lt. T. C. Hampton (rec. 1/8), 6-4, 6-3. B. D. Evans (owe 1/8) beat Major W. W. Pratt (rec. 1/8), 6-13, 6-4, 7-6.

**HANDICAP SINGLES "B":**—R. L. Moncrieff (rec. 15/8) beat P. E. Barker (rec. 15), 6-4, 6-3. W. M. Lyons (owe 15/8) beat J. W. Franks (rec. 3/8), 6-1, 6-2.

**DOUBLES HANDICAP:**—L. Baines and R. E. Coxon (owe 3/8) beat T. D. E. Pendered and W. A. Nowers (owe 3/8), 2-6, 5-6, 7-5.

**TO-DAY'S MATCHES.**

**OPEN SINGLES:**—E. Grimble v. Yew Man Tsun; Lu Tak Cheuk v. S. A. Rumjahn; B. H. Wong v. K. Mawatari.

**CLUB SINGLES:**—Capt. H. Bloxham v. E. D. Lawrence; Dr. D. J. Valentine v. I. Newton; G. S. Hugh Jones v. Major W. B. Stevenson.

**HANDICAP DOUBLES:**—W. B. Camahy and A. Piercy (owe 2/8) v. C. H. Bradley and D. M. Rycroft (scr.).

**MIXED DOUBLES:**—Lt. Col. Bates and Miss Birkett (scr.) v. A. H. Crook and Mrs. Crook (rec. 5/8), 3.15 p.m. L. Baines and Mrs. Baines (scr.) v. R. E. Tottenham and Mrs. Tottenham (owe 30), 3.15 p.m.

**UNIVERSITY CHAMPIONSHIP.**

The final of the Singles was played off yesterday afternoon at the Hongkong University Union ground, the contestants being T. W. Cheong and A. A. Rumjahn, and resulted in a win for the latter by three sets to love, 6-4, 6-3, 6-2.

Cheong played a very good game and with a little luck, he would have at least made the match to last five sets.

This is Rumjahn's fourth consecutive win in the Singles tournament.

**ROYAL HONGKONG GOLF CLUB.****THE ADAMSON CUP.**

The final of the Adamson Cup (1925) was played at Happy Valley on Sunday, March 7th, and resulted in J. Stewart (15) beating C. A. Grimes (24) by 2 up and 1 to play.

**CRICKET.**

The following will be the teams in the match between Dr. Ponsonby Fane's Educational XI. against the University "Phoenixes" to-day, at 2 p.m. on the University ground:—

**Dr. Ponsonby Fane's XI:**—Dr. B. Ponsonby Fane (captain), A. E. Wood, A. S. Hett, F. J. de Rome, Prof. F. A. Redmond, W. M. Gittins, Rev. W. T. Featherstone, T. J. Price, T. E. Yeoh, Dr. D. K. Samy, and J. L. Youngs.

**University "Phoenixes":**—A. A. Rumjahn (captain), H. N. Balhatchet, B. P. Ng, C. W. Lam, S. O. Shahabudin, D. Laing, S. Hachima, E. Zimmern, B. N. Sudan, H. Y. Leong, and S. V. Gittins.

**HOCKEY.**

The match arranged for yesterday afternoon between the Hongkong Hockey Club 2nd XI. and Spinnakers Fletilla "A" was cancelled.

**RETURN OF H.M.S. "DURBAN."**

H.M.S. *Durban* which went out on Sunday at midnight to investigate something that was mysterious about a ship which had failed to respond to signals, returned to the harbour late yesterday afternoon, but we understand there is nothing to report beyond what has already been published in the *Daily Press*.

**OBITUARY.****MR. G. D. SMITH.**

The death has occurred in Toronto, of Mr. George Dennis Smith, who was for a few years partner in the firm of Brawer & Co., the local booksellers. He had resided in Hongkong for a little over three years, and left in 1923 on medical advice.

He was well known as a raconteur and was an excellent entertainer. His services were often in demand. He was 29 years of age and single.

**TRAFFIC CASES.****SEQUEL TO FANLING COLLISION.**

Before Major C. Willson at the Central Magistracy yesterday, a Chinese chauffeur was charged with having driven his car in a dangerous manner on the Fanling Road on February 29th.

Mr. P. C. Potts was complainant.

He stated in evidence that defendant's car collided with his car at a corner far from the Fanling Station. The other car, on rounding the corner, was in the middle of the road, leaving his own car very little room to pass by. His own car was damaged to the extent of \$70. Owing to the "age difficulty," they were unable to understand each other, and it appeared to him that the defendant was making out that he (Mr. Potts) was in the wrong. He was still able to drive the car in spite of a bent axle, and proceeded to Sheungshui Police Station where the aid of Sergeant Cargill was secured. A plan was prepared of the scene of the accident, and in the witness box the officer gave evidence substantiating Mr. Potts' statement as regarded the width of the road and the position of the two cars.

Defendant said that he sounded his horn, and did actually keep as close as possible to his own side of the road.

Defendant was fined \$25 for failing to keep as close as possible to his own side of the road, and a similar sum for dangerous driving. The question of compensation to Mr. Potts was postponed.

**A MIDSHIPMAN FINED.**

Mr. J. C. Rowe, a midshipman from one of His Majesty's ships in harbour, was charged on three counts of lacking a driver's licence, overtaking another moving vehicle on the left and driving an unlicensed motor cycle.

To all these counts defendant, who had assumed responsibility for his friend the owner of the cycle returned a plea of guilty and was fined \$5 on each charge, or \$25 in all.

Two Chinese motor drivers were fined \$15 and \$10 respectively for reckless driving.

**EUROPEANS INJURED.****RICKSHA AND MOTOR CYCLE ACCIDENTS.**

Mrs. Staple, the wife of Mr. K. K. Staple, an overseer of the P.W.D. was thrown out of a ricksha in Queen's Road East on Monday, but was not seriously injured. The accident was due to a motor-car colliding with the ricksha. Mrs. Staple was taken immediately to the Naval Hospital, but was not detained.

Whilst riding his motor-cycle in the New Territories on Monday, Sergeant Simpson, the Police footballer, in overtaking a bus was struck in the side by a bamboo pole which was protruding from the vehicle. He was removed to hospital, suffering from a rather serious wound.

**PIANO RECITAL.****MASTER EMIL DANENBURG AT CITY HALL.**

The audience at the City Hall yesterday evening were delighted with a piano recital given by Master Emil Danenberg. Bewildered by what was written on many a face as the little boy played from memory the music of Bach, Beethoven, Chopin, and other masters. He never once faltered, every piece having been perfectly memorized. It was a superb feat of memorization and interpretation.

Emil Danenberg should go far in the musical world, for he is doing now, what many of the masters did not do at his age. It is often true, particularly with regard to child prodigies, that precocity is not always a surety that genius will increase. It is less so with child musicians, and great things are expected of this boy. When it is said that Emil Danenberg is wonderful, when it is avowed that he is on the track of becoming a master musician, it is the *summum bonum* of praise which can be bestowed upon him. But it is the least that can be said of him.

All the seating accommodation was taken up before the recital began, and a large number of persons had to stand throughout the performance. Amongst the audience were several of the Colony's well-known musicians. With the conclusion of each piece, the boy was enthusiastically applauded.

His solo-pieces were as under:—  
 Solfeggio (P. E. Bach).  
 Fugue in C minor (J. S. Bach).  
 Sonata in D (Allegro, Largo and Presto) (Haydn).  
 Ecossaises (Beethoven).  
 Song without words in C minor (Mendelssohn).  
 Turkish March (Rondo alla Turca) (Mozart).  
 Butterfly (Greig).  
 In Autumn (Tchaikowsky).  
 Rustle of Spring (Sinding).  
 Minute Valse (Chopin).  
 Sonatina (J. B. McEwen).

Allegro con Moto.  
 Andante Semplice.  
 Scherzo.

Fidelite (Schubert).  
 Buffon (Schubert).  
 Butterfly (Concert Study) (Lavalley).  
 Girl with the Flaxen Hair (Debussy).  
 Minstrels (Liszt).  
 Music Box (Liszt).  
 Perpetual Motion (Swineland).  
 To the Moon (Swineland).  
 Valse in B flat (Godard).  
 He also played Lach's "Neapolitana" (Tarantella), and Chaminade's "Andante and Scherzetto" with his father, Prof. Danenberg.

Mrs. Danenberg rendered a delightful violin solo, Emile Sauret's "Farfalla."

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**CITY HALL.**

**MARCH 19th, at 9 p.m.**

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**BORROW A TICKET- if you may!!**

**STEAL A COUPON- if you can!!!**

**VOTE for your**

**FAVOURITE DANCES**

AND

**COME and DANCE them**

AT THE

**MASKED BALL.**

[3922]

**MID-LEVEL RESIDENTS.****ANNUAL MEETING OF THE ASSOCIATION.**

The first annual general meeting of the Mid-Level Residents' Association, which was formed last July, consequent upon the strike, was held yesterday evening in the Ladies' Recreation Club, Park Road, Mr. W. A. Dowley presiding.

The Acting Hon. Secretary (Mr. E. S. C. Brooks) read the Committee's Report, which appeared in Monday's *Daily Press*, and this together with the Statement of Accounts for the year ended December 31st, 1925, was adopted without discussion.

The following members of the Association were elected as Committee for the year ending December 31st, 1926:—  
 Messrs. W. G. Josephs, J. H. Backhouse, J. H. Brister, B. L. Frost, H. H. Fethick, E. S. C. Brooks, W. A. Dowley, S. Berg, C. P. Marcel and E. J. E. Mitchell, Mrs. Tracy and Mrs. J. G. Harman.

It was decided to leave the election of Chairman of the Committee until the Committee met.

In view of the fact that there was now a balance in the bank of \$113, after six months working, it was suggested that the fee for members should be reduced from the present sum of \$2 to \$1.

(Continued at foot of next Column.)

**PROPERTY SALE.****"HOUSES IN PORTLAND STREET" SOLD.**

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa disposed of Nos. 284 to 302 inclusive (even numbers), Portland Street, Mongkok-tai, Kowloon, which is registered at the Land Office as Section B. of Kowloon Inland Lot No. 1291.

The property, which is leasehold, was sold by order of the mortgagees. It has an area of 9481 square feet and the annual Crown Rent is \$46.20.

The upset price was \$20,000, which was advanced by two bids of \$1,000 each. Mr. Chan Lung Ki, of No. 43, Bonham Strand, East, becoming the purchaser of these houses and other buildings included in the property for \$22,000.

It was pointed out that the accounts were only from July to December, and that there were still bills, for advertising, printing, etc., to be met to an approximate extent of about \$20.

In view of this it was decided to allow the present fee of \$2 to stand for this year, and that if at the next annual meeting it was found there was a good balance in the bank the question of a reduction should then be considered.



## THE BOYCOTT.

## SUNNING RAILWAY UNABLE TO OPERATE.

[FROM OUR CHINESE CORRESPONDENT.]

The Strike Committee is not only holding up trade and traffic in the city of Canton but in the inland districts. The Sunning Railroad, of which Mr. Chin Gee Hee, one time well-known on the Pacific Coast of America, was the builder, is now unable to operate on account of lack of coal. Three shipments have been seized by strike pickets at Pei-kai, Kongmoon, on the ground that the coal was imported through Hongkong. Consequently, all tow-boats since February 27th were running between Kongmoon and Canton irregularly, as they were unable to make connections with the Sunning train by which most of the passengers and freight for Sze-yap and the Four Districts reach the inland towns.

On March 4th, one of the many tow-boats to run for the first time from Canton to Kongmoon after several days of detention, the *Heng Wo*, was sunk near Kum-chok-tan, West River, because she was over-loaded with delayed cargo and passengers upwards of 370 people were drowned, while the loss of cargo is said to be not less than \$200,000.

Since the settlement of the Customs trouble in Canton City, the Strike Committee pickets have had their own examination shed and "prize court" to detect and confiscate "imperialist" goods. Their method of examination, however, has been very unsatisfactory, and many complaints have been made by merchants. There are now hundreds of junks full of goods which cannot be unloaded owing to inability to pass the pickets who are "short-staffed" in men able to read and write. They have but two clerks in their examination shed handling applications for inspection and, as some 100 or more words have to be filled in giving data of the goods, source of import and production and the like, in each form, not very many cases can be completed in a day. Moreover, the pickets have been exceptionally careful in their inspection and this causes further delay.

## THE TROUBLE IN SHEKKEI.

[FROM OUR CHINESE CORRESPONDENT.]

Mr. Hui Jik Son, known in Honolulu as H. Jackson, a former newspaper editor and teacher of Chinese in the Hawaiian Islands, was recently appointed Magistrate of Heungshan, his native district, the birthplace of Dr. Sun Yat Sen and other well-known Cantonese. His assumed office the other day while a serious conflict was in progress between the proprietors and the workers of the Vegetable and Fruit Guild of Shekkee, the seat of district government in Heungshan. The last few days saw the situation a little improved, but during the trouble many shops in Shekkee had to be closed to avoid the mobs attacking the vegetable and other merchants. Many people left Shekkee to seek safety in Macao and Hongkong. Mr. Jackson for a time was placed in a position of much embarrassment, as the Labour Commissioner in Canton, apparently not being fully informed of the facts, ordered the closing down of three firms, whose members were virtually made defendants, found guilty and punished without a hearing. Latest reports indicate that peace has been restored.

## CANTON'S GREAT MONEY-MAKING SCHEME.

## AN EX-COOLIE'S WEALTH.

In the course of an article based on an interview with a resident of Shamshien, the *N. C. Daily News* says: How much money is actually coming into the treasury of the pickets at Canton it is impossible to say, but it is now considerable. One significant fact is that those at the head of it are cooks, coolies, shroffs, etc., formerly in foreign employ, and one instance is on record of a small fortune having been made by a man who for 20 years had been no more than a coolie in the employ of a foreign firm. He left this job to undertake work with the strike pickets, and after no more than nine months is now reputed to be worth a lakh of dollars. That a man who a year ago could probably only compute his capital in cents has the reputation of such wealth must be an incentive to others to join in the game, and it can well be understood how the movement has spread.

## GERMAN MERCHANTS STAND.

As showing how the trade of nations other than the British is affected by the action of the boycott organization, mention must be made of a meeting of German merchants which was held recently to consider the situation. At this meeting it was proposed that no further cargo should be imported unless 20 per cent. of the price were paid by the Chinese dealer at the time the cargo was ordered and the balance forthcoming prior to the arrival of the cargo, the dealer thereafter taking all responsibility for clearing it.

## SANITARY BOARD.

## MEASURES AGAINST RABIES IN THE COLONY.

A meeting of the Sanitary Board was held yesterday, when the following were present:—Mr. N. L. Smith (President), Mr. C. G. Alabaster, K.C., Dr. W. W. Pearse, Dr. W. V. M. Koch, the Hon. Mr. H. T. Cressy, the Hon. Mr. D. W. Trotman, Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. A. G. M. Severn, and Mr. R. A. D. Forrest (Secretary).

## THE ESTIMATES FOR 1927.

On the motion of the President, Dr. Koch, Dr. Tso, and himself were appointed a committee to consider the estimates of the Sanitary Department for 1927.

## CASES OF RABIES.

The President said that Dr. Koch had asked for a statement with regard to the existence of rabies in the Colony, and what steps were being taken by the authorities concerning future action. He had only received the question that morning and had therefore little time to consult the Government. He had, however, seen the Veterinary Surgeon on the matter. There had been no case since last May until December 9th, 1925, when one case was reported and that case was followed by two others in January, and two early in February, five cases in all. They were all on the island side of the harbour, and all five had occurred in a small area in the centre of the town. The last case was on February 9th, and there had been no case since, although a great many dogs had been taken to Kennedy Town for observation. As soon as the first two cases had been discovered, the Veterinary Surgeon put notices in the papers intimating that he was restricting his permission for dogs to be taken across the harbour, as he thought that would be one way of isolating cases. Consequently he had given very few permits since then. The police had also enforced the order. Notices had also been inserted in the newspapers with regard to inoculating dogs. The whole question was reported to the Government with the merits of the various ways of stopping an epidemic. These were muzzling, poisoning, compulsory inoculation before licences were granted, and the shooting of any strays.

He understood that the Government had given full consideration to the whole question, and had come to the conclusion that at the present time there was no need for anything more than the vigorous measures adopted. Poisoning was not viewed with great favour by the Government. The measures could be enforced at any moment, but the time had not yet come for doing so.

Replying to Dr. Koch, the President said that one dog suffering from rabies had committed suicide by leaping into the harbour. The other cases which had occurred were in the area comprising Praya East, Lee House Street, and Wellington Street.

## MORE REFUGEES ARRIVE.

## YESTERDAY'S INFUX FROM SHEKKEI DISTRICT.

As mentioned in the *Daily Press* yesterday, some thousands of refugees are arriving in the Colony from the Shekkee District, the majority of whom are reaching Hongkong via Macao.

Yesterday we reported that on Monday no fewer than 2,500 had arrived by the steamers reaching here up to mid-day from Macao, most of them in a pitiable plight, while there was a further large influx by the steamers arriving on Monday evening.

These arrivals were further increased yesterday, when no fewer than 2,031 arrived by the mid-day steamers from Macao. Of this number the *Sui An* brought 1,057, the *Sui Tung* 738, and the *Sun Ning* 238, and again a further number, although not by any means so large, arrived last evening by the steamers.

So far as can be ascertained these unfortunate people have taken flight by reason of trouble with the pickets in the Shekkee district and have left the district in consternation, being scared lest the position now existing may prove a golden opportunity for banditry to become a reality. They have made off to what they consider the safest and best place of refuge and in their anxiety to escape as quickly as possible have only stopped to gather hurriedly together what they could in the way of personally possessions, such as clothing or money. The majority have very little of the latter and few have very little in the way of clothing.

It is expected that there will be another large influx of similar refugees by the steamers to-day.

A very large number of these people are seamen, while the others are mostly of the peasant and poorer classes.

## BANKRUPTCY COURT.

## PIECE-GOODS DEALERS AS DEBTORS.

## HIS LORDSHIP CRITICISES CREDITORS' METHODS.

The Chief Justice, Sir Henry Gollan sat in Bankruptcy Jurisdiction yesterday.

## DEBTOR WHO ABSCONDED.

With regard to the estate of Pang Lai Ting, who had absconded following his public examination, the Official Receiver (Mr. E. L. Agassiz) made an application for an adjudication order. He said that a meeting of creditors had been held, and that a trustee had been appointed. Provision had also been made for the carrying on of the business until it was disposed of.

## AN ORDER FOR ADJUDICATION WAS MADE.

## EUROPEAN FIRM AS CREDITOR.

Mr. Hugh-Jones, appeared on behalf of Messrs. J. D. Hutchison & Co., one of the petitioning creditors, for a receiving order against the Kwong Luen Hing firm of piece-goods merchants, of 37, Jervois Street.

Mr. Hugh-Jones said that the petition was presented on February 6th and the Official Receiver was appointed *interim* Receiver. The claim was for \$78,548.67 being the amount due under various contracts for the sale of piece goods. Against that debt, the petitioning creditors had still in their hands goods to the value of \$50,000 for which debtors had contracted. Debtors had also goods in their shop valued at \$12,000. Their total assets were \$332,000 against liabilities amounting to \$430,000 a deficit of \$148,000.

The Official Receiver said it could not be specifically stated that the goods in the shop were worth \$12,000. It seemed to him that their value depended solely on the state of the Piece Goods Market. He did not consider the assets to be very substantial.

Mr. Hugh-Jones said that if there was an improvement in the piece-goods market, the assets would be increased. It might be that there were other assets also.

His Lordship said that it was dependent on chance. He regarded \$12,000 as a substantial amount. He considered that substantial assets did not mean assets giving a substantial dividend, but a substantial amount available for distribution. It was in that light that he was inclined to take it. The chances were that there were substantial assets to be divided.

Mr. P. S. Cassidy, partner of Messrs. J. D. Hutchison & Co., stated in evidence that the debtor firm owed his firm about \$78,000, due in respect of various piece-goods contracts. Some of these goods had not been delivered to the purchaser, since they were kept to answer a debt. The goods held were worth \$30,000.

Mr. Hugh-Jones put in the original contract, and said that under the contract the goods were to be delivered.

Replying to His Lordship, Mr. Cassidy said that the debtors had been called upon to take delivery of the goods, but they had not done so. The goods were still available for delivery.

The comrade of the creditor firm said that the debtor firm had until recently carried on business in the Colony. He had attended a meeting of creditors but no partners of the debtor firm were present. He did not know their whereabouts, but had been told that they were still in the Colony.

A clerk in the offices of Messrs. Wilkinson & Grist deposed to having on February 6th served the petition (produced) at the debtor's shop in Jervois Street. He had given it to the accountant of the firm. Replying to Mr. Hugh-Jones, he said that that he could not say whether the man on whom he served the petition was in control of the business.

His Lordship: Was he in apparent control?—He was smoking in the office at the time.

His Lordship: Is that evidence that he was in charge? (Laughter.)

## THE ORDER WAS GRANTED.

## OBJECTIONABLE PROCEDURE.

Mr. Hugh-Jones made a similar application in regard to the estate of the Ling Loong Firm, when he petitioned on behalf of Messrs. W. R. Loxley & Co., one of the creditors.

He said that the debtors were piece-goods dealers of No. 4, Wing On Street. The claim by the petitioning creditors was in regard to the sale of piece-goods, being goods overdue for delivery. Debtors had not paid not taken delivery of the goods, which were still available and in the possession of the creditors. The claim was for \$22,670 but goods on their hands were valued at \$17,000. There were certain goods on the debtors' premises which had been valued by the comrade of the petitioning creditors at between \$4,000 and \$5,000, but they were now worth from \$6,000 to \$7,000. The managing partners had absconded and the firm was unable to pay its debt.

The comrade of W. R. Loxley & Co. said that the debtor firm were indebted to his firm for \$22,670. This sum was owing on contracts for the sale of piece-goods. Delivery on all these contracts had been overdue for a long time. The debtors were apprized of the arrival of the goods but had not taken delivery. He knew the proprietor of the debtor firm, but he was told that there were other partners.

His Lordship: I have never heard it suggested that because one partner is insolvent, that it is a case for a firm's bankruptcy.

Continuing, witness said that none of the partners were present at the creditors' meeting.

Replying to the Official Receiver, witness denied that he had supervised the packing of the goods in debtors' shop.

Two other creditors were present at the time. He agreed that they could not find the key of the safe, and said that the manager of the firm had absconded and taken the key with him.

The Official Receiver: There was no one in control of the management of the debtor firm when the goods were packed up?—There were several folks there. I thought they were in control.

His Lordship: I don't understand this procedure. What right had they to take these goods?

Mr. Hugh-Jones: They arranged with the folks that the goods should be packed up in cases, by way of special safeguard.

The Official Receiver: It is rather unsatisfactory, my Lord.

His Lordship: They had no earthly right to do it. It is a most objectionable procedure. Supposing some of the assets had disappeared, they would have placed themselves in a very serious position.

Mr. Hugh-Jones: It was done with the best intentions.

His Lordship: It is an improper procedure and it should be stopped. Creditors have no right to take upon themselves the duties of the Official Receiver.

The Official Receiver: The goods were packed up in boxes, when no one was in control of the business. In fact the business was closed.

Mr. Hugh-Jones: The salesmen there were in charge.

His Lordship: The creditors swooped down on the business, intermeddled with it, and seemed to have taken charge of the whole situation. I do not think there was anyone in control at the time. They had been ousted before then. I am going to dismiss this petition.

## A VERY SAD CASE.

Wong Au Shi, sole proprietress of the Tai Fung Kee firm, came up for public examination.

Replying to the Official Receiver, she said that she was a widow, residing at No. 43, Nathan Road, Kowloon. Her husband died about fifteen years ago and she eventually became sole proprietress of the Tai Fung Kee firm. It was an old-established business and carried on the manufacture of rattan work. She did not take any part in the management of the firm herself, because she could neither read nor write. She had therefore appointed a manager, and he had turned out to be dishonest. He eventually began business on his own account, and made use of her firm's chop which was in his possession. The manager carried on an identical business, and as he used her firm's chop, she was liable for goods which he had bought for his own use.

He brought an action against her, claiming that he was a partner of her firm, but he had lost the action. He also embezzled certain sums of the Company's monies. In the Company's books he had put down a sum of \$2,402.50 as owed by a firm in the Colony, but when inquiries were made, it was found that no such firm existed. There were also several promissory notes chopped with the chop of her firm. Actions in respect of them had been taken and judgments had been secured against her. Her liabilities amounted to \$19,000, a large portion of them being due to the account of her manager. She did not know his present whereabouts. Her assets were \$3,000.

The Official Receiver said that he was perfectly satisfied that the debtor was perfectly honest. He asked that the examination be closed, and also made an application for adjudication. In granting the application, His Lordship said "This is a very sad case."

## QUESTION OF ASSETS.

Petitioning on behalf of Mak Yu Tsoi, sole proprietor of the Kwong Fuk Hing Ming Kee Slipway, Mr. C. A. S. Russ said that it was one of those cases where, if debtor was given time he would be solvent. He mentioned his chief assets as being the slipway and machinery.

The Official Receiver said that the landlord had informed him that debtor merely rented the slipway. If that were so, the assets would dwindle to almost nothing.

The case was adjourned so that the man, who claimed possession of the slipway might give evidence.

## TWO TRUSTEES.

Mr. J. T. Prior, applying for an adjudication order on behalf of a Chinese firm, said that two trustees had been appointed.

His Lordship thought that there was no provision with regard to the appointment of two persons as trustees. Only one trustee should be appointed.

The Official Receiver said that he could not recall a case in which two trustees had been appointed.

His Lordship said he would grant an adjournment to consider the matter as it was a very important point. He was almost certain that only one trustee was allowed.

The Official Receiver said that if only one trustee were allowed, another meeting of creditors would have to be called. The case was adjourned.

## SOLVENT?

An application for adjudication on behalf of Wong Ho Keung, the managing director of the Asiatic Trading Co., Ltd., was made by Mr. Russ.

The Official Receiver objected and said that the man's assets had not been filed. It was a case, in his opinion, where debtor was solvent.

Mr. Russ said that his client was up in Canton.

## THE CASE WAS ADJOURNED.

## A WIDOW'S ASSETS.

An application for an interim receiving order was made by Mr. Russ on behalf of a Chinese widow.

The Official Receiver said that the approximate assets were given as \$13,706 and the approximate liabilities at \$17,942. He could not accept these figures at present. A lot of old matches had been put down as being worth \$10,000; whereas they might not be worth \$500. Their cost price had been put down at \$200 at such a price they must be extraordinary matches. Goods on the premises were put down as being worth \$1,000; whereas they had been told there was about \$20 worth of stuff there. He considered that they would not be much to distribute.

The case was adjourned.

## HIDDEN QUALITY.

WHAT IS UNDER THE SURFACE IS AS GOOD AS ON THE SURFACE.

A PIECE OF FURNITURE MAY LOOK OUTWARDLY ATTRACTIVE. IT MAY BE COVERED IN GOOD MATERIALS, THE DESIGN MAY BE SOUND—BUT IF THE OUT-OF-SIGHT FEATURES ARE NOT UP TO STANDARD, THAT PIECE LACKS QUALITY.

IT IS CLOSE ATTENTION TO THESE DETAILS THAT ENSURES EACH ITEM OF OUR PRODUCTIONS BEING UNRIVALLED IN VALUE AND CONSTRUCTION.

WHAT ARE OUT OF SIGHT ARE AS GOOD AS ON THE SURFACE.

IN UPHOLSTERY WE USE ONLY THE BEST COPPER WIRE SPRINGS, FINE HAIR STUFFINGS, AND IN WOOD WORK ONLY THE BEST OF TEAK AND HARDWOOD.

THEREFORE OUR FURNITURE AND UPHOLSTERY MEANS TO YOU DEPENDABLE HONEST GOODS AT WORTH-WHILE PRICES.

LANE, CRAWFORD, LTD.

It is essential for the future prosperity of trade in Hongkong and South China, that there should be increased co-operation between Foreign and Chinese business firms.

## THE HONGKONG EVENING POST.

THE ONLY CHINESE EVENING PAPER.

is the best field for enterprising Foreign Firms who wish to make their goods known amongst Chinese Firms of the highest standing.

All information regarding Advertisements from—  
THE ADVERTISING AND PUBLICITY BUREAU.  
Alexandra Buildings. Tel. C. 30.

A.P.B.

## COLUMBIA NEW-PROCESS RECORDS

BEETHOVEN  
QUARTET IN E FLAT  
EIGHT PARTS—FOUR RECORDS  
COMPLETE IN ART ALBUM

ANDERSON'S.

## W. M. POWELL, LTD.

Telephone C. 4578.

## GENTLEMEN'S HIGH-CLASS OUTFITTERS.

12, DES VŒUX ROAD.

We have just written down at Stock-taking a large stock of

## PLAIN COLOURED CASHMERE SOCKS

BLACK, BROWN, NAVY, GREY, KHAKI, and DRAB.

These we are now offering at  
\$1.25 Per Pair (6 Pairs for \$7.00).

They are worth \$2.00 Per Pair.

INSPECTION INVITED.



## NEW ADVERTISEMENTS

## HONGKONG JOCKEY CLUB.

THE Following is the Provisional List of Dates upon which EXTRA MEETINGS will be held this Season:  
3rd APRIL, 1st MAY, 5th JUNE, 2nd OCTOBER, and 1st NOVEMBER.  
By Order,  
O. B. BROWN,  
Secretary.

## FLOWER SHOW

## VOLUNTEER PARADE GROUND.

THURSDAY, 11th MARCH,  
3 P.M. TO 7 P.M.

## HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

## NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the FORTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS of the HONGKONG ENGINEERING & CONSTRUCTION COMPANY, LIMITED, will be held in the Office of Messrs. SWEET, TOMES & CO., St. George's Building, Chater Road, Hongkong, on WEDNESDAY, the 24th day of MARCH, 1926, at 11.00 A.M., for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended on the 31st December, 1925, and of electing Directors and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED From the 18th To the 24th MARCH, both days inclusive.  
By Order of the Board,  
S. COURTNEY COOK,  
Secretary.

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION

## THE VALUABLE LEASEHOLD PROPERTY

Situate at HUNG HOM in the Dependency of Kowloon and Colony of Hongkong, and Registered at the LAND OFFICE as HUNG HOM INLAND LOT No. 176 (Site of No. 103, WUWU STREET), Together with the Messuage or Tenement and other Erections and Buildings thereon in Course of Construction; and

## THE VALUABLE LEASEHOLD PROPERTY

Situate at YAU MATI in the Dependency of Kowloon and Colony of Hongkong, and Registered at the LAND OFFICE as KOWLOON INLAND LOT No. 955 (Site of No. 572, CANTON ROAD), Together with the Messuage or Tenement and other Erections and Buildings thereon in Course of Construction.

## IN TWO LOTS

By Mr. E. V. M. DE SOUSA, Auctioneer,  
THE CHINA AUCTION ROOMS,  
No. 4, DUNDAS STREET, HONGKONG,  
ON WEDNESDAY, the 24th day of MARCH, 1926, at 3 O'CLOCK P.M.  
For further Particulars and Conditions of Sale, Apply to—  
Messrs. GEO. K. HALL BRUTTON & CO.,  
Mortgagee's Solicitors,  
St. George's Building, Chater Road,  
or to—  
Mr. E. V. M. DE SOUSA,  
Auctioneer,  
No. 4, Dundas Street.  
Dated the 10th day of March, 1926.

TO LET From April 1st, for 6 Months, "TAIWO" Fully Furnished Six-roomed HOUSE on BARNES ROAD Within Five Minutes Walk of Tram Station. Staff of Experience and Long Service to the Advertiser, will be left in the House. Apply—  
HOLYOAK & CO. HONGKONG, MESSRS & CO., Ltd.



## NOTICE

## TO OWNERS OF DOGS.

THE PUBLIC ARE HEREBY WARNED that Owing to the Occurrence of Cases of RABIES AMONG DOGS Found Straying or Wandering About between the HOUSES or MID-NIGHT and 5 A.M. Will Be SHOT.  
E. D. C. WOLFE,  
[Capt. Supt. of Police.]  
March 2nd, 1926.



## ANNUAL NAVAL CONTRACTS.

SEALED TENDERS are invited for the following CONTRACTS, viz—  
Supply of Timber, and Timber Materials, Upholstery Work,  
Dry Cleaning Work,  
Repairing Clocks, Watches, and Stop Watches,  
Supply and Repair of Bamboo Sunblinds,  
Supply of Oxygen Gas,  
Supply of Acetylene Gas.

The CONTRACTS Commence on 1st APRIL, 1926, and Expire on the 31st MARCH, 1927.  
Forms of Tender may be obtained on Application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, by whom Tenders will be Received Until Noon on WEDNESDAY, 17th MARCH, 1926.  
The Right is Reserved of Rejecting All or any Tenders and of Accepting any Portion of a Tender.

## INTIMATIONS

## THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-SEVENTH ORDINARY GENERAL MEETING will be held at the Company's Office, P. & O. BUILDING, on FRIDAY, 12th MARCH, 1926, at 11 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1925, and electing Directors and Auditor.  
The TRANSFER BOOKS of the Company will be CLOSED from 1st MARCH to 12th MARCH, 1926, both days inclusive.  
By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO., LTD.,  
Agents.  
Hongkong, 23rd February, 1926.

## GREEN ISLAND CEMENT CO., LIMITED.

THE THIRTY SEVENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on WEDNESDAY, 17th MARCH, 1926, at 11 o'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1925, and declaring a Dividend.  
The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 3rd MARCH, 1926, until WEDNESDAY, 17th MARCH, 1926, both days inclusive.  
By Order of the Board of Directors,  
SHEWAN, TOMES & CO.,  
General Managers.

## THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FIFTY-SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersigned on FRIDAY, the 12th MARCH, 1926, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts for the Year ended the 31st December, 1925.  
The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th MARCH, 1926, both days inclusive.  
JARDINE, MATHESON & CO., LTD.,  
General Manager,  
Hongkong Fire Insurance Co., Ltd.,  
Hongkong, 5th March, 1926.

## NOTICE

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 3461 for 25 Shares, £4 Per Share Paid Up, Numbered 48751/48775 in this Society standing in the Joint Names of HARRY CLABURN, PEABOE and JOHN HERMANN TEESDALE, both of Shanghai, Has Been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed CANCELLED and of No Effect, and A NEW Certificate for the 25 Shares will be Issued in its stead by the Society.  
PAUL LAUDER,  
General Manager,  
Hongkong, 23rd February, 1926.

## FOR SALE.

DOUBLE ENDED FERRY STEAMERS "SOUTHERN STAR" and "NORTHERN STAR".  
For particulars Apply to—  
"STAR" FERRY CO., LTD.,  
Kowloon.

## SARAWAK GOVERNMENT.

WANTED IMMEDIATELY.—ASSISTANT CONTROLLER, Government Opium Monopoly, Salary: \$400 Per Month. Free furnished Quarters. 3-Year Agreement with Prospect of Permanent Employment with Salary Rising to Maximum \$600, and Provident Fund. Experience of Chinese and Personal References Essential. Preferably Unmarried.  
Apply Box No. 3288,  
c/o Hongkong Daily Press Office.

WANTED.—PAK, MIDLEVEL KOWLOON: HOUSE with Tennis Court. Client will pay \$300 to \$400 Rental for Suitable Place. FLATS Wanted in Good Localities. HOUSES and Building Lots for Disposal. SMALL INVESTORS. Tel. 4830.

## TO LET.

A 4-ROOMED FLAT in CANNARY BUILDINGS, KOWLOON.  
Apply to—  
RUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Building.

## TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).  
Apply—  
SECRETARY,  
A. B. WATSON & Co., Ltd.

TO LET.—From April 1st, 1926, for Six Months, Well Furnished Flat, Four Rooms, Central District, All Modern Conveniences including Elevator. Apply—Box No. 155 c/o Hongkong Daily Press.

## INTIMATIONS

## INSTITUTION OF ENGINEERS &amp; SHIPBUILDERS.

## REMINDER.

AN EXTRAORDINARY GENERAL MEETING will be held at the Institution on WEDNESDAY, 10th INSTANT, at 6 P.M.  
A Good Attendance is Requested. [3290.]



## PUBLIC AUCTION.

THE Undersigned have received Instructions to Sell by  
PUBLIC AUCTION  
ON  
TUESDAY, WEDNESDAY & THURSDAY,  
THE 9th, 10th and 11th MARCH, 1926,  
AT  
H.M. NAVAL YARD, HONGKONG,  
AND AT  
KOWLOON NAVAL DEPOT.  
COMMENCING EACH DAY AT 9.30 A.M.  
WITH AN INTERVAL  
FROM 12 NOON TO 1.30 P.M.  
OLD AND SURPLUS NAVAL STORES,  
etc., etc., etc.

Comprising—  
Money Chests, Sewing Machines, Metal Branch Pipes, Life Boat Gigs, Balsa Rafts, Boats Sails, Electrical and Wireless Telegraphy Fittings, Glycine, Electric Cable, Cooking Stoves, Ship Fittings and Hardware, Gear, Iron Mattresses, Water Closets and Pans, Life Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Counterpanes, Curtains, White Tiles, Leather and Metallic Shoes, Canvas Tubing, Old Cordage, Canvas Rugs, Old India Rubber, Old Leather, Old Woollen and Linen Bags, Metal Propellers, Old Paint Drums, Old Cork, New Canvas Cuttings, Old Iron and Steel, Old Brass, Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Iron, Wood and Iron Blocks, Lamps, Lanterns and Gear, Gauge, Old Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, Olive Oil and Oil Fuel, Chain Cable and Gear, Drilling and Grinding Machines, Lathes, Steam Hammer, Davits, Pinnaces, Cutler and Dynamo Engines, Chairs, Compasses, Binnacles, Loggs, Clocks, Iron Drums and Tanks, Old Bunting, Fire Engine, Engines and Boats Boilers, Riggering Chain, Wire and Fibre Brushes, Glass Tubes, Table Fans, Baths, Anvils, Forges, Vices, Miscellaneous Tools, Ironmongry, Protective Mattresses, Filters, Air Compressors, Seine, Nets, etc., etc.

LOTS MAY BE INSPECTED ON MONDAY, 8th MARCH, 1926.  
Also Sale of OLD AND SURPLUS VICTUALING STORES at KOWLOON on FRIDAY, 12th MARCH.

Comprising—  
Table Linen, Implements, Serge, Flannel, etc., Remnants, Blankets, Sundry Articles of Mess and Table Gear, (including Electro Plated Ware), Clothing, Condensed Provisions for Poultry Feeding, etc.  
Terms of Sale:—As detailed in Catalogue.

LAMMEET BROTHERS,  
By Appointment Auctioneers to the Admiralty.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "MAOCHAO" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 8th March. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th March, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th March, or they will not be recognized. No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th March, 1926.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "SARAPEDON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 8th March. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th March, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th March, or they will not be recognized. No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th March, 1926.

UNFURNISHED FLAT TO LET in ALEXANDRA BUILDINGS, KOWLOON. Four Large Rooms and Usual Quarters. Fittings Available. Now Vacant until August. Apply—Box No. 609.

## INTIMATION

## FINEST AMERICAN CHOCOLATES

## OF THE FINEST QUALITY

## FROM

## H. D. FOSS &amp; Co.

## FRESH SHIPMENT JUST RECEIVED.

## NEW STYLES

## AND

## NEW FLAVOURS.

In Elegant Boxes which  
make a Charming Present.

## A. S. WATSON &amp; CO., LTD.

## HONGKONG DISPENSARY.

## BIRTHS.

BRACE.—At Tientsin, on February 22nd, to Mr. and Mrs. Lewis BRACE, a daughter.

TSON.—At Weihaiwei, on February 22nd, to Mr. and Mrs. A. A. L. TSON, a son.

## MARRIAGE.

ROTH.—MODY.—At Shanghai, on February 27th, ZINA MODY, to LOUIS FRANK ROTH.

DEATH.  
D'ALMEIDA.—At Shanghai, on March 4th, ANTONIO JOSE D'ALMEIDA, aged 70 years.

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

## HONGKONG, MARCH 10th, 1926.

## SHIPPING AND WIRELESS.

VENILY, we live in an age when "wonders never cease." We read in the latest Home papers that very shortly the shipowner in London will be able through the medium of a new wireless service to be inaugurated by the General Post Office, "speak" to his ships in any part of the world. "Radio telegrams to the ends of the Earth" is a headline given to the announcement of the new service in one of the great London dailies.

Actually, the first message of the kind was sent on January 30th to a ship at Port Arthur—10,000 miles away. Wireless from the shore to ships and from ships to the shore is, of course, no new thing. But, until January 30th, there was a limit to its effective range. Shore stations can keep in touch with ships within a radius of 200 miles; the inland station at Devizes, working on the continuous wave system, can exchange messages with ships that employ the same system as long as they are not more than 1,500 miles away; and the station at Leamfield, near Oxford, has a radius of double that distance. Yet, it is pointed out, even the ability to "speak" across 3,000 miles is of little use to a shipowner who has urgent instructions for a captain

in the China Sea. Henceforth, through the medium of the G.P.O.'s new service, he will be able to reach his ships in any part of the world.

It has been announced that messages for ships at long distance are sent out twice daily immediately after the broadcasting of the British news bulletin, and "they can be received by all ships fitted with continuous wave receiving apparatus." Presumably the urgent instructions which a shipowner sends through this medium to one of his own ships, becomes known to every ship fitted with the continuous wave-receiving apparatus, and thus apparently it would not be safe to send by this medium any instructions that are "secret and confidential." Another disadvantage at present is that no ship is equipped with wireless powerful enough to transmit a reply to a message from far distant seas, and it thus remains uncertain whether the message has been received. Thus it is stated of the message above referred to as having been sent to Port Arthur, that "the engineers did not know definitely whether the message to Port Arthur had arrived, but they had little doubt on the point, because during the next morning the Dutch East Indies wireless that Rugby signals were being received with 'frequency constant and key action excellent.' Port Arthur, however, is still a long way from the Dutch East Indies and it does happen that atmospherics at times make long distance transmission impossible. At present the messages sent out at night are repeated at noon, and it is stated that the G.P.O. will be very disappointed if 50 per cent. of the traffic is not effective after the first dispatch and 95 per cent. after the repetition. The service is yet in the experimental stage. That it has become possible at all to have practical instant communication with ships at any point on the high seas, however remote, is certainly a marvellous scientific achievement.

Quarantine restrictions have been imposed against Amoy on account of small-pox.

Traffic regulations are announced in connection with the Investiture at Government House on Saturday next.

Lieut. V. R. Wright-Neville and Lieut. G. M. B. Webb, both of the 5/2nd Punjab Regiment, have left the local Command for India on courses.

A Chinese woman was taken to the Government Civil Hospital on Monday from her home after taking an overdose of opium in an attempt to commit suicide.

At the Central Magistracy yesterday a stall salesman was fined \$25 for cruelty to chickens. Sergt. P. Condon gave evidence as to finding "two crates overcrowded with chickens, some of them nearly trampled to death."

A case in which two Chinese were charged at the Central Magistracy yesterday with having stolen a pair of binoculars, the property of another Chinese at the Race Course on Wednesday was adjourned until to-day.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday, a Chinese was fined \$25 for failing to satisfactorily explain possession of a quantity of medicinal roots. He was also fined \$100 for attempting to bribe the constable who arrested him.

A Chinese expectorated during the court proceedings at the Central Magistracy yesterday morning, and was fined \$5 for spitting in Court. Mr. Lindsell, in whose Court the incident occurred, remarked that the man made a "horrid mess" of the place.

At Wanchai on Monday a number of Indian and Chinese were involved in a fight, and as a result a Chinese was sent to the Government Civil Hospital with an injury to his head. The trouble started when an Indian watchman remonstrated with a small boy for throwing rice.

In connection with the visit of "The Quintessence" Company to the Star Theatre during next week, the plan of seats is now open at "Moutrie" on Friday, March 18th, "The Sport of Kings" will be played, followed by "No. No. Nanette" on Saturday and Sunday, March 20th and 21st.

Our Chinese correspondent says that as Siam rice is scarce at Canton owing to deficient import, and the interference of the boycott pickets, native rice of equal grade is now selling at more than \$12.50 a picul, and is likely to go higher unless the authorities in Kwangsi permit more rice to be exported from that province.

The American destroyer *Truxtun*, which went ashore on the Woonung breakwater recently has been refloated by the Shanghai Tug and Lighter Co. At one time her position seemed so dangerous that the crew were all taken off.

In connection with the celebration on Wednesday, March 17th, of Patrick's Day, the committee of the St. Patrick's Club, Garden Road, have arranged an excellent concert to be given there that evening.

A cable from Earl Haig to the Secretary of the Malayan Poppy Fund says:—"The British Malayan Poppy Day Fund collection of over £10,000 is truly magnificent and testifies to the splendid loyalty and generosity of the contributors and organisers. Please convey to all my most grateful thanks."

A Chinese who was arrested during a raid on a hut in Kowloon Tui, carried out by police officers from Shamshuipo Station on Sunday, was charged at the Kowloon Magistracy yesterday with being in possession of a revolver and three rounds of ammunition without a permit. On the application of the prosecution he was remanded until Saturday.

Mr. J. H. Teesdale, a well-known lawyer of Shanghai, who has been a resident of the port for the past 27 years, and had taken a conspicuous part in the administration of the Settlement left for England last week and is not returning to the Far East. The departure of "Honest John" is much regretted by a wide circle of friends both Chinese and foreign.

The concluding performance of "If" was given at the Theatre Royal last night by the Hongkong A.D.C., before a very appreciative and enthusiastic audience. On the final drop of the curtain, the applause was unstinted and continuous. The production of "If" must take a high place in the A.D.C. records and the producer, Lieut. Commander G. F. Hole, R.N., may well be proud of his achievement.

The 1st Batt. the East Surrey Regiment was inspected by H.E. the General Officer Commanding (Major-General C. C. Luard, C.B., C.M.G.) at the Murray Parade ground yesterday morning. The Battalion presented a very efficient appearance, while the Band with their silvered drums, etc., added brilliance and enjoyment to the spectacle which was witnessed by a large crowd of spectators, European and Chinese.

The two doubled ended ferry steamers, *Southern Star* and *Northern Star*, which have been advertised by the "Star" Ferry Company as being for sale, having been superseded by larger steamers, are, it is interesting to note, twenty-six years old. Since they were built in 1900, these ferries were in service during the big typhoons of 1906 and 1923. At present the *Northern Star* is still in regular service, the *Southern Star* being the spare boat.

The Diocesan Boys' College opened the term in their new buildings near Yau-mati on Monday with more than 300 scholars in the register and an attendance of 290. This is certainly a most auspicious commencement of the fresh chapter in the school's history and promises well for the continued success of the institution. A description of the present up-to-date school premises which have been built upon a large and convenient site has already been given in the *Daily Press*.

The merger between the N.Y.K. and one of the T.K.K. companies, has now actually taken place. The former company takes over the secondary T.K.K. which operates five San Francisco and four South American line steamers. Bookings by these steamers will be in the hands of the N.Y.K. as from March 15th. This merger does not effect what is known as the "No. 1 T.K.K. Company" which will still have its offices in Tokyo. That company operates 11 steamers, including one tanker. The Hongkong office of the T.K.K. is expected to close shortly.

Apron the discussion at the last meeting of the Hongkong Sanitary Board on the need for more frequent bacteriological examination of water supplied for potable purposes, it may be useful to quote the following paragraph from the latest issue of the *Shanghai Municipal Gazette*:—"Bacteriological Examination. During January, 1926, samples of Shanghai Waterworks Water were examined on twenty occasions. In each case 100 c.c. of water were taken for examination. In one case glucose fermenting organisms were found, in number 10 per litre. No lactose fermenting organisms were found. These results show a very satisfactory standard of bacterial purity."

In honour of Mr. T. Z. Koo, the representative of China to the Opium Conference at Geneva, and secretary to the National Y.M.C.A. in China, and the Rev. R. O. Hall, M.A., M.C., who arrives in the Colony to-morrow (Thursday) in connection with his work here under the auspices of the Student Department of the Chinese Y.M.C.A., a social has been arranged by the University Christian Association for Sunday, Mr. Koo, as previously announced, lectures in the Great Hall of the University on a non-religious and non-political subject under the auspices of the above mentioned society. On Monday and Tuesday evenings next he will conduct religious meetings in St. John's Hall, Bonham Road. The Rev. R. O. Hall, who is accompanying Mr. Koo, preaches at St. Andrew's Church, Kowloon, on Sunday night.



## CABLE AND WIRELESS NEWS.

[BRITISH WIRELESS SERVICE.]

## THE MOSUL FRONTIER.

## ANGLO-TURKISH QUESTIONS IN COMMONS.

RUSSIA, March 8th.

Mr. Locker-Lampson, Under Secretary for Foreign Affairs stated in the House of Commons, that no further communications have passed between the British and Turkish Governments for a peaceful settlement of the Mosul frontier question since the return of Sir Ronald Lindsay, British Ambassador, from Angora on February 25th. The British Government were carefully considering the instructions to be given to Sir Ronald Lindsay, and it had been decided that the Ambassador should return to this country for consultation.

Mr. Locker-Lampson said that meanwhile Sir Ronald Lindsay is paying another visit to Angora in order to take up the case of Turkish action against the English High School for Girls in Constantinople and also certain other cases in violation of the Lausanne Treaty. He confirmed that Turkish officials had threatened to close the school unless a Turkish officer were installed as Turkish teacher and that the school authorities had refused to admit this officer on the ground of his intoxication. Turkish interference had taken the form of forcing unqualified Turkish teachers on schools and insisting on a disproportionate amount of the school time being given to the teaching of Turkish.

## THE LOCARNO TREATY.

## TO BE DISCUSSED AT IMPERIAL CONFERENCE.

RUSSIA, March 8th.

Mr. Amery, Secretary for the Dominions, replying to a number of questions in the House of Commons, said it was proposed to discuss fully the Locarno Treaty with the Dominions at the forthcoming Imperial Conference.

On the question as to whether the communications which had passed between the British Government and the Dominions would be published, Mr. Amery said that they were official communications leading up to a decision of policy, like communications within a Cabinet, and were not always of a character which it was desirable to publish.

## WORKING HOURS.

## POWERS TO CONFER IN LONDON.

RUSSIA, March 8th.

The Ministry of Labour in London has now received answers from Germany, Belgium, France and Italy about the meeting of the Conference to which they have been invited by the British Government. They all accept the date suggested and the Conference will therefore open in London on March 15th.

The agenda is to be restricted to consideration of a Convention for the adoption of standard hours of labour in the five countries. The Washington Convention, providing for a forty-eight hour week, has not been ratified by any of those Powers except Italy, and Italy's ratification was made contingent on ratification by others. There is therefore, in effect, no Italian ratification. One of the reasons for the general refusal to ratify the Washington Convention is that its provisions are in some important respects so vague that widely conflicting interpretations are given to them.

When the London Conference meets on March 15th, an attempt will be made, first of all, to agree on a common interpretation of the Washington Convention. If such an agreement is reached, the Conference will then discuss whether the five nations are now prepared to put into effect the forty-eight hour week. It is understood that the British Government is in favour of that policy.

## MR. ALAN COBBAM.

## DELAYED IN CAIRO OWING TO BAD WEATHER.

RUSSIA, March 8th.

Alan Cobham, who was to have left Cairo today for Solihun on his return to London, has been delayed by unfavourable weather, but hopes to proceed to-morrow.

[THROUGH REUTER'S AGENCY.]

## BELGIAN AIRMEN.

## TO FLY TO CONGO VIA CAIRO.

BRUSSELS, March 8th.

The Belgian airmen, Meda and Verhaegen, with the mechanic Coppens, left at seven this morning for Belgrade in an attempt to fly to the Belgian Congo via Cairo and the Nile Valley.

## THE FRANCS.

LONDON, March 8th.

French francs have remained steady and closed at 134.45.

## THE R.A.F. FLIERS.

LONDON, March 8th.

The Royal Air Force Flyers have arrived at Malakal, Sudan.

[THROUGH REUTER'S AGENCY.]

## LEAGUE OF NATIONS.

## THE RECONSTRUCTION OF THE COUNCIL.

GENEVA, March 8th.

Animation in the lobbies of the Secretariat was unprecedented when the Council of the League opened its private session to discuss the agenda. There was a huge gathering of journalists in addition to the general public, all discussing possible solutions to the question of the reconstruction of the Council. The consensus of opinion was that Poland was at present out of the running and that Spain and Brazil may give way to facilitate the entry of Germany, though both the latter declare that their attitude of claiming seats is unchanged.

An extraordinary session of the Assembly of the League opened in the afternoon. Viscount Ishii, the Acting President, in a speech said that a meeting of the Assembly at such short notice was unprecedented and proved the efficiency of the League as an international business machine while the event which brought the Assembly together was most significant. The request of a great nation for admission to the League was a sign of the strengthening hopes and consciences of nations.

## NEW PRESIDENT.

Dr. Da Costa (Portugal) has been elected President of the League Assembly.

## NEW SPIRIT OF LOCARNO.

LATER.

In an address to the Assembly after his election as President, Dr. Da Costa dwelt on the new spirit of Locarno, which made today's fraternity and which tomorrow might extend to all nations of the earth.

After electing six Vice-Presidents and members of two Committees, one of which will report on Germany's application for admission to the League, the Assembly adjourned sine die.

## FRUITLESS DISCUSSION ON ENLARGEMENT.

LATER.

No progress was made today towards agreement on the question of enlarging the League Council, although there was much fruitless discussion.

[BRITISH WIRELESS SERVICE.]

## CONSULTATIONS CONTINUED.

RUSSIA, March 8th.

With reference to the informal conversations on the constitution of the League Council which are proceeding in Geneva, the general impression in London is that nothing has occurred to increase the difficulties of the problem upon which statesmen are engaged, and that the conversations between them have already served the purpose of removing many of the misconceptions which have grown up during the last fortnight. There is general regret that M. Briand has had to absent himself from Geneva and that a short delay has occurred in consequence, but it is felt that the value of his assistance in reaching a solution has justified the postponement of the main conversation for a day or two, by which time it is anticipated he will have returned from Paris.

Meanwhile, consultations among all the delegates to the Council, and others particularly interested at the moment in the constitution of that body, are continuing, and there is considerable confidence in British circles that the difficulties will be finally overcome.

[THROUGH REUTER'S AGENCY.]

## INDIAN OPIUM POLICY.

## RESTRICTION BEYOND OUR OBLIGATIONS.

LONDON, March 8th.

Replying to a question in the House of Commons, Earl Winterton, Under Secretary of State for India, outlined the Government of India's opium policy, which, if approved by the Legislature, would go far beyond the international obligations.

Capt. A. U. M. Hudson asked whether adequate publicity would be given in countries where we had been attacked on account of our policy, particularly in the United States, and Earl Winterton said he did not know whether that lay in his power, but he hoped that publicity would be given.

Mr. Col. Fremantle asked whether there was a guarantee that China would not take up the production of opium which was restricted in India, but the Speaker pointed out that that matter did not arise.

## THE FRENCH CRISIS.

## M. BRIAND TO REMAIN IN CABINET.

PARIS, March 8th.

M. Briand on his arrival here from Geneva said he was most satisfied with the results of his trip to Geneva.

M. Briand, after visiting President Doumergue, at the Elysee, conferred at length with parliamentary leaders. The general impression is that he will form a Cabinet retaining most of his colleagues, with M. Caillaux or M. Peret, as Minister of Finance.

## INDIAN POLITICS.

## SHOCKS IN THE LEGISLATIVE ASSEMBLY.

DELHI, March 8th.

Crowds thronged the galleries of the Legislative Assembly in anticipation of a lively discussion on the Budget grants, and witnessed a dramatic scene, the Swarajists walking out after an impassioned speech by Nehru Motilal declaring that their co-operation had been declined and they had been ridiculed and humiliated. They sent a message to the people of the United Kingdom that contentment in India was impossible until the system was changed, but the stony hearts of bureaucracy had remained obdurate.

Speaking later as one "sincerely desiring to promote the interests of India," Sir Alexander Muddiah deeply regretted the incident and said he would greet the incident and said he would miss Nehru's speeches on the frontier policy and the South African problem. A further shock was administered to the Government when Mr. Patel, the Indian President, after a speech advising the Government only to transact the business necessary for the administration and avoid controversial matter, adjourned the Assembly until to-morrow, to everybody's amazement.

## THE SALVATION ARMY.

## SCHEME FOR PROGRESS IN NEXT SEVEN YEARS.

LONDON, March 8th.

The seventieth anniversary of the birth of General Booth was celebrated by an enthusiastic Salvation Army demonstration at the Albert Hall. Delegates from all parts of the world gave a great ovation to General Booth, whilst telegrams and letters of congratulation were received from all climes. Offerings from the Empire and other countries totalled £165,600.

Messages of congratulation were read, including one from the King and another from the Viceroy of India, the latter paying a tribute to the good work of the Salvation Army in ameliorating the conditions of life among criminal tribes and social backward classes.

General Booth, in an address, outlined a scheme of Salvation Army progress for the next seven years. This will include establishment work by the Army in seven new countries, probably including North Rhodesia, South China and Portuguese Africa and the re-opening of the work of the Army in Russia. It will also aim at the raising of a thousand new missionary officers each for headquarter, the United Kingdom and Europe; also the training of fourteen thousand new officers and the raising of 250,000, which extend the work in London, which General Booth said he feared would soon be almost a heathen city.

## BRITISH RUBBER.

## SIR JOYNSON HICKS AND FOREIGN ATTACKS.

LONDON, March 8th.

Sir Joynson Hicks, who was the principal guest at the annual dinner of the Institution of the Rubber Industry in London, in a speech declared that attacks on the Stevenson scheme were absolutely unjustifiable. (Cheers.) We had made the rubber industry and we had a right to do our best in the interests of ourselves and for that industry. Other nations had the same opportunity as we had of developing those great rubber plantations but failed to do so because they had not the imagination, insight or courage to do what Britain had done.

## FOOTBALL AT HOME.

## ENGLISH CUP DRAW FOR SEMI-FINAL.

LONDON, March 8th.

The Association Cup draw for the semi-finals to be played on March 27th resulted as follows: Manchester City versus Manchester United, at Bramall Lane, Sheffield. Swansea versus Notts Forest or Bolton, at Tottenham.

## LEAGUE RESULT.

In the second division Clapton Orient and Blackpool drew two goals all.

[REUTER'S AMERICAN SERVICE.]

## AMERICAN GOLF.

NEW YORK, March 8th.

At St. Petersburg, Florida, in a seventy-two holes golf match, in the official American Championship, Walter Hagen beat Bobby Jones by 12-11.

## THE WORLD COURT.

## U.S. LAWYER'S MOTION REFUSED.

WASHINGTON, March 8th.

The United States Supreme Court has refused to entertain a motion by Lawyer Benjamin Gatechings to restrain the United States from participating in the World Court on the alleged ground that participation would be unconstitutional.

## MINE DISASTER.

## FORTY-EIGHT U.S. MINERS ENTOMBED.

NEW YORK, March 8th.

Reuter's correspondent at Blue Fields, West Virginia, states that a double explosion occurred in a mine near Ecceles. Twenty-eight miners were entombed by the first shock and twenty by the second. Breathing gas prevents rescue work being carried out.

## THE WING ON CASE.

## SOLICITORS DIFFER ON INTERESTING QUESTION.

## BREEZY DIALOGUE IN COURT.

The hearing of the Wing On case—in which three Chinese defendants (of whom, Fok Chuen Yuen, formerly sub-manager of the Man Fat firm, disappeared whilst on bail) are charged with conspiracy and attempting to defraud the Wing On Company, Des Vaux Road, of \$50,000 and \$633 interest, progressed a stage further at the Central Magistracy yesterday afternoon, before Mr. R. E. Lindell.

George Augustus Vas, an assistant in the Hongkong Branch of the Yokohama Specie Bank, produced a cash order, dated April 25th, 1923, issued by his bank in favour of Lai Kam for the sum of \$7,528.5. The payment, he said, was collected by the Bank of East Asia and the order was endorsed by Lai Kam and also by the Man Fat Co. The signatures supporting this endorsement were in the names of Lai Im To and C. Y. Fok.

Ling Man Lai, cashier in the Bank of East Asia (Hongkong Branch) produced a copy of an account between his bank and the Man Fat Co. He also produced authorised signatures of the account, which were contained in the bank signature book. These signatures were in the names of Lai Im To, C. Y. Fok and S. T. Fok. On April 25th, 1923, a cash order was collected from the Yokohama Specie Bank and paid to the credit of the Man Fat Co.'s account. Witness also produced a cheque for \$75,000, which was drawn on the account of the Man Fat Co. on April 25th, 1923. This was a cash cheque and signatories were Lai Im To and C. F. Fok.

In answer to Mr. Elsiey Zeitlyn for the defence of the first defendant, Au Kim Lui, described in the charge as a promoter of a banking firm under the style of the Kwong Cheong firm, witness said the account of the Man Fat Co. was opened on September 1st, 1923, the first payment in being made on September 2nd, 1923. It was a very active account, and was closed on June 30th, 1923, when the interest due was calculated.

Re-examined by Mr. F. C. Jenkin (for the prosecution), witness said the account was last operated on May 31st, 1923, when a cheque for \$45 was drawn upon it. A printer of Pottinger Street said for some years he had done work for the Wing On Company.

Mr. Jenkin: Were you visited yesterday by two foreign gentlemen and asked for certain information? Witness: Yes.

Mr. G. K. Hall Brutton (for the defence of the third defendant): You might mention our names. We do not mind.

Mr. Jenkin: I don't suppose you do, but he would not know the names.

Mr. Hall Brutton: Yes he would. We told him.

Witness said in 1922 he received an order from the Wing-On Company to print 10,000 deposit books. He delivered them in two lots, 7,850 on September 20th, 1922, and 1,905 in January, 1923, this being 168 short of the number ordered. The reason for the non-delivery of the full ten thousand was that some copies had been misprinted, and this ran him short of the special paper used and he had not enough of the special class of paper used for these books left to complete the order.

Shown two deposit books, witness said the two centre leaves in one of them were not of the same class of paper as the first (original) book he had been shown. The second book containing a different class of paper, appeared to have been rebound. With the aid of a glass he could see that there were double holes in this book and the type of the centre leaves different in some respects to the first book shown him.

Mr. Jenkin: Was the type set up once or twice for these deposit books?

At this juncture Mr. Leo d'Almada (solicitor, instructing Mr. Elsiey Zeitlyn for the defence of the first defendant) passed the remark: Yesterday he (witness) told us he did not know it was left to the compositor.

This remark was overheard by Mr. Jenkin who interposed: Apparently my friends know all about it. It is very unfortunate that they visited this witness yesterday.

Mr. Hall Brutton: We had a perfect right to go to see this man. It was your duty to mention the witnesses you were going to call.

Mr. Jenkin: You might have known that in the course of my case I would have called this witness, and at least you could have asked me first before going to see him.

Mr. d'Almada remarked that he called with Mr. Hall Brutton on this witness. If they had known he was going to be called they would not have gone.

His Worship: He has been mentioned before after all as a printer. It would be extremely likely that he would be called to give evidence in this case.

Mr. Hall Brutton: This all concerns Mr. Jenkin's case when he will not mention names of witnesses. If Mr. Jenkin did not like to mention the names of his witnesses we were at perfect liberty to call.

Mr. Jenkin: I distinctly mentioned that the printer would be called.

Mr. Hall Brutton: I beg your pardon. You did not.

Mr. Jenkin: The damage is done now anyway and I all I can say is that it is very regrettable.

Mr. Hall Brutton: The fault is yours. Mr. d'Almada: It is not regrettable. I am very pleased I saw the man.

Witness continuing and shown two deposit books, said one was different in colour to the other. It has just been brought to my notice that this man's name has only been brought out in cross-examination and was not mentioned by Mr. Jenkin.

Mr. Jenkin: I agree, but you got the name of the printer from my witness. You got his name and address as the printer of this series of books.

Mr. Hall Brutton: Mr. Jenkin never elicited from any witness the name of the printer of this series.

Mr. Jenkin: I repeat that you should have guessed it. A man of your experience at the Bar should have known and guessed. I should have called him as a witness.

Mr. Hall Brutton: We do not go by guess work in my office. We deal in facts.

Mr. Jenkin: Then it is a pity. You should have known.

Mr. Hall Brutton: I have complained all through this case of the non-disclosure of the names of witnesses. You have only suggested and suggested all through and have never mentioned any names. You want to blind everybody.

Mr. Jenkin: That is all that is necessary, to suggest, in a conspiracy charge as you will find.

Continuing his evidence, witness said the label on one deposit book shown him was printed by his firm, but the label on a second book was not. Counting downwards from the top there were only 26 stars on the fancy frame-work of one book; while there were 27 on all the others.

Asked by Mr. Hall Brutton if he kept a record of the stocks of paper in his shop at the time the deposit books referred to were printed, witness said he did not record all the different varieties of paper.

In answer to further questions by Mr. Hall Brutton, witness said the number stars on the label would be left to the discretion of the workman. The man who had set the type for this particular label was not new in the Colony. The whole of the work was left to the man.

At this stage of the proceedings the further hearing of the case was adjourned until next Wednesday morning.

Mr. d'Almada: I am approaching several witnesses, but I don't know if they are to be witnesses for the prosecution and I would like to know so that I will not approach them if they are going to be called for the prosecution.

Mr. d'Almada went on to say that he did not wish to approach, if he could avoid it, witnesses for the prosecution, as he did not want a repetition of that afternoon's happenings. He asked whether Mr. Jenkin would be prepared to give names and addresses of witnesses for the prosecution so that he would not inadvertently approach them.

Mr. Jenkin replied that there were certainly some addresses he would not dream of disclosing. It should have been apparent, he added, that he could not have conducted his case without calling on this printer to give evidence.

Mr. Hall Brutton said that if he had known he would not have gone, and he wished he had not, for then he would feel freer in the cross-examination than he did now.

His Worship remarked that the prosecution could not be compelled to disclose their witnesses and suggested that the defence might give the prosecution the names of witnesses they proposed approaching to help matters, but this was not agreed to.

After further argument, Mr. d'Almada said that if the prosecution would not give him the names of witnesses to be called in the case, and if they happened to approach any of the prosecution witnesses, then it could not be helped and he would not regret it.

(Continued on next Column.)

## HARBOUR COLLISION.

## SUBMARINE "L33" DAMAGED.

While in the course of leaving port yesterday morning Submarine L33 was considerably damaged as a result of a collision with a ferry which came up from the rear and struck her, it was reported, bow on.

It appears that the L33 was in company with several other submarines which were leaving Hongkong on the Southern cruise to Singapore.

The craft which collided with the L33 was the Tai O ferry *Few Sing* which was on the way from Hongkong to Tai O.

The submarine was so badly damaged that she was unable to proceed to sea, and naval tugs towed her to the Naval Yard.

The *Few Sing* was damaged below water near her bow, but the full extent will not be known until examination of the hull can be made. It would appear that the coxswain of the ferry, although he had not reported to the Police late last night, did not see the L33 until too late. The launch ran straight into the submarine's stern smashing both propellers, leaving her helpless.

No one was injured, and the ferry continued on its trip to Tai O.

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(Continued on next Column.)

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

[THROUGH REUTER'S AGENCY.]

## THE NORTHERN WAR.

## THE ATTACK ON TAKU.

TIENTSIN, March 8th.

Three gunboats took part in this morning's bombardment of Taku.

Communications between Chiwangtao and Tongku are now completely cut off, owing to the blowing up of the bridge over the Han River.

The Peking-Mukden Railway now only holds one day's supply of coal, whilst the Kailan Mining Administration has notified the newspapers that no further orders for coal can be accepted, the sales offices closing to-morrow until further orders.

## TIENTSIN COMPLETELY CUT OFF.

TIENTSIN, March 8th.



## PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, January 24th.

You have no idea how beautiful Paris looks in her winter garb. For over a week now the snow has been falling with a steady persistency that has resulted in Paris being shrouded in a mantle of snow a foot or so deep. You can't imagine how enchanting the gardens of the Palais Royal look in this guise, as though the snow had lent them an added patina of mystery; neither can you imagine the reckless splendour of the Place de la Concorde, or the fairy-like beauty of the Champs Elysees, unless, of course, you have been fortunate to be in Paris when it has been covered in snow, and you have seen it for yourselves. If you have, you will no doubt have carried away with you, as well, a memory of Parisiennes and of how charming they too looked in their winter garb.

Muffled in furs. Just now, they are going about muffled up to their ears in furs, of the varieties I predicted in a recent letter. The very rich, so swathed in sables or chinchilla, the rich wrap themselves round in mink or squirrel, the well-to-do don "sealskin nutria, astrakhan poney, whereas the rest of humanity keeps itself warm as best it can in imitation sealskin, reindeer, gazelle, marmot, sisliki, chipmunk, and rabbit, disguised, neath so many imitations and called by so many names that a mother rabbit would never recognise her own offspring.

In keeping with the fashionable flared line, there are numbers of coats to be seen that show a definite flare from the hips down. Others, are more or less straight back and front, but have godets introduced each side so that a flaring line is suggested. The more popular line, though, is the straight coat, made in voluminous proportions so that it can be crossed completely over in front. Sleeves are fairly wide and quite plain, and collars are huge affairs that quite cover the shoulders with an extra covering when the coat is open, and double over and snuggle up round the neck to the tops of the ears, when it is closed. Needless to add, there are no pockets, except in the lining. This, by the way, is always chosen in a most decorative type of figured brocade, printed crepe de Chine or lamé. Many of the big furriers are fond of lining their more expensive coats with gold or silver linings, adding, in the case of ermine or white rabbit coats and capes, a narrow piping of lamé between each row of skins. But for every-day wear, choose a decorative figured silk lining, in grey, natter blue or jade green and you will, not only be in the forefront of fashions as expounded the furriers of Paris, but you will find you have fitted your coat with a lining that will wear well, and add a charming note to your dress when you throw your coat open.

## EVENING WEAR.

For evening wear, there is a tremendous vogue for white rabbit capes. Of course, there is nothing to prevent you from appearing in a cape of white ermine for a change, if the whim seizes you and there is no obstruction such as a limited bank account, to prevent you. But, otherwise, slip a cape of white rabbit over your evening frock, having previously seen that it is lined with jade green satin or black velvet, and you will realize why so many Parisiennes are doing likewise just now. These capes are quite plain, are devoid of slits for the arms to pass through and are finished merely with an enveloping collar of the type I have just described. I was present last week at the first night performance of "Passionément," a charming musical comedy, for which the music had been written by that composer of fairlike melodies, André Messager, so that it is useless to add that it is being hailed as "one of the triumphs of the season." As it is being given in the Théâtre de la Michodière, the new bonbonnière theatre that has become the rendezvous of all smart Paris, I took particular notice of the dressing, and of every six women there, I noticed two were wearing white rabbit capes. There were two sisters who attracted general attention by appearing in black sequin dresses, over which they drew white rabbit capes, into the collar of each was pinned a deep red rose. As they both had black hair well-oiled and drawn down about their head and onto their cheeks like one of Fish's ladies, the effect was rather extraordinary, and certainly very striking.

There is no demand for short fur coats in Paris. Practically every American woman and girl who disembarks at Cherbourg prior to descending on Paris, has at least one fur jacket tucked away in her smart American luggage. But Parisiennes will have none of them.

(Continued on next column.)

## COMMON SENSE IN CLOTHES. PHYSICIAN ON FASHIONS OF TO-DAY.

Sir Robert Armstrong-Jones, the well-known physician, lecturing at Gresham College, Basinghall Street, on the subject of "Physic," had some interesting observations to make upon "clothes," from the top hat of a man down to the high heel shoes of a woman. There was, he said, very little to be said to-day against the sanitary and salutary way that women clothed themselves. In both old persons and young it was very necessary to retain heat, for losing it meant lost vitality, and therefore doctors always recommended the wearing of flannel next the skin. It kept the body temperature normal, the use of it also preventing "too rapid evaporation, although in the case of night attire, when the skin was resting, there was no need to irritate it with rough flannel material, and during sleep linen and cotton garments were very much better. Men, on the other hand, were wearing flannel pyjamas, which for night attire were very undesirable.

The top hat has gone out of fashion except for use at weddings and funerals. It was very charming, dignified, and impressive, but those things had to give way to comfort; moreover, it was very badly ventilated, and no moisture could get through it. Collars were apt to grip the neck; they were rather a constriction which was bad for the returning flow of circulation in the veins. As far as the trunk and extremities were concerned it was bad to wear a belt, and far better to have clothing suspended from the shoulders. As to women—he spoke with bated breath—their hats were now made for shingled hair, and he considered them much too tight for ordinary wear. Women were more apt to neuralgias, glands, sore throats, and laryngitis than men, which was the penalty they had to pay for observing convention. High heels had a tendency to deformity, as they threw the body forward, and the joints were cramped, and they got inflammation and pains.

Apart from those things the lecturer said that he thought, on the whole, that, quite apart from the exposure of the upper part of the chest, woman's clothing to-day was exceedingly sensible; they had been emancipated from too rigid restriction, and but for their stockings, they were very warmly clad.

## HAIRDRESSING AT N.S.C. BARBERS INSTEAD OF BOXERS.

Sportsmen of the old school had they looked in at the National Sporting Club one night last month, says a London paper, would have been amazed at the scene. Instead of a boxing contest they would have seen immaculately attired young men with wavy hair busily engaged in waving the hair of eight charming young women. They were competitors for a prize of £40 and a silver challenge cup, the latter to be held for one year. The contest was arranged by a well-known West-end hairdressing company, and was open to all hairdressers and assistants who used the particular method of hair-waving of the organisers. Over 1,000 members of the public witnessed the contest, which was staged on the famous ring in the centre of the hall. Curiously enough, the majority of the audience consisted of men, mostly bald. Over the floor of the ring had been placed a carpet, and all the women models were accommodated on blue enameled chairs, while at their elbows were placed white enameled cabinets resplendent with perfumed shampoos, cosmetics, and other articles.

Sharply at eight o'clock the official timekeeper struck "bell," and the first round started. Each competitor seized his model firmly by the hair and put it into curlers. Then followed a series of operations which lasted nearly an hour. Finally, all the apparatus used was cleaned, and five judges entered the ring to judge the results. One of the judges directly he got into the ring found that his artistic temperament could not be controlled, for he whipped out a comb and began to comb one of the heads of the models. He was reproved in such a manner that in his embarrassment he stepped into a tray of cosmetics, and with his elbow knocked over some bottles of hair wash, much to the amusement of the audience.

For your evening frocks, mesdames, choose lamé or lamé brocade for the more elaborate ones and velvet or beaded crepe Georgette for the less elaborate ones and for all informal wear, and you will be following in the footsteps of Paris, whose smart people are all going about robed in such attire just now. I write beaded for want of a more comprehensive word, for, as a matter of fact, beaded dresses are far more elaborate and complicated than they have ever been before. Spangles figure a great deal in what one calls by the general term of a "beaded dress." Likewise sequins, the latter to an extraordinary extent. In fact, the smartest evening frocks now are being made of net entirely covered in black or coloured spangles. There is a great vogue for moonlight blue spangles. Boys' dress and jade green also look effective, the one essential feature of such dresses is their design, which must be as simple as possible, and their ornamentation, which, as much as possible must be a negligible quantity, all the effect coming from the glistening note of the spangles themselves.

## BRITAIN'S FALLING BIRTH RATE. SERIOUS 1925 FIGURES.

"The birth rate of England and Wales, as a whole, during 1925 was the lowest recorded except during the war years 1917 and 1918." This statement accompanied the preliminary announcement issued from Somerset House regarding the birth and death rate figures for the past year. It was added that the death and infantile mortality rates were equal to those recorded in the previous year.

For England and Wales as a whole the rate of births per 1,000 of the total population was 18.3 last year. In London it was only 18.0. For the 105 county boroughs and great towns (including London) the figure was 18.8, and in the 158 smaller towns (population from 20,000 to 50,000) the rate was 18.3.

The return in respect of the death (crude) rate shows that the rate per 1,000 of the population of England and Wales was 12.5, which was the same as for the great towns. For the smaller towns the rate was 11.2, and in London it was 11.7. It is explained that the figure for England and Wales relates to the whole population, but in the case of London and the groups of towns only the civil population is concerned.

Deaths of infants under one year of age numbered 75 per 1,000 births in England and Wales. London returned the much lower figure of 67, compared with 79 in the great towns and 74 in the smaller towns.

## TO MASK OR NOT TO MASK. TIME THE GREAT PROBLEM.

[CONTINUED.]

That a Ball is, and is bound to be more successful if all, or most, of the participants are Masked, is a statement that, surely, admits of no qualification.

We human beings are but children without the child's absolute unconsciousness. We love to be, and to behave as, children, but we detest the thought of making ourselves ridiculous.

How much to be envied are those grown-ups who, fearing no ridicule, and very seldom getting any, can behave as, and be at ease with children of any age in any mad pranks, however absurd.

Unfortunately, most of us need some outside stimulus before we can shed our self-consciousness, and no aid to forget oneself is so potent as anonymity. The staidest citizen of Hongkong can almost let himself go when he reaches pastures new and fresh—whether these same pastures are the Kit Cat Club, the Piccadilly Grill, or the Hammersmith Palais de Danse.

To those to whom a disguise is necessary before letting go of their every day selves, there has been no such golden opportunity this winter of shedding all mundane cares as is promised at the Masked Ball on March 19th.

The gaiety, the spirit of Carnival, the music from the two Bands, the lure of the unknown, and the introduction, just for the evening, of the touch of Romance, all tend to put the individual, however disgruntled he may be during the day, on the very best terms with himself.

It is a pity that Diplomatic Usage prevents an open invitation being sent to some of our friends in Canton.

What history might be made in a corner of the Ballroom, or over a bottle of champagne, that mighty healer of wrongs, real or imaginary, if a few of the leading spirits of Hongkong and Canton could foregather in the spirit of the evening.

And stage a local Locarno act. Then indeed would the Masked Ball of March 19th go down in Hongkong history alongside that other Ball at Brussels over 100 years ago.

As a side thought, does this not all bring to the fore the great and beneficent good that would eventually if that Cosmopolitan Club that was to the fore a few months ago was in existence. In the spirit of friendliness generated by the atmosphere which, it is hoped, will pervade the City Hall on this occasion—and which would be a necessary ingredient of a properly run Cosmopolitan Club—more disagreements would be straightened out, and more friendships would be formed in a single evening than could be brought about by weeks of barren discussion in cold, official Board rooms, amidst formal surroundings.

However, that is getting away from the present question which is that of Masking. That anyone will deliberately choose to come to the Ball unmasked is not to be thought of for a moment, but the danger lies in leaving the question of obtaining a Mask too late. A bare ten days is all that there is before the Ball.

Luckily a very simple Mask that fulfils all the purpose of a Mask can easily be made at home, or a tailor would probably be able to cut out something that "can pass."

Dominoes for such as have them, are excellent as a cloak for one's identity and many kinds of Fancy Dresses are as effective as a Mask. The whole point at question is Time.

If everyone gets busy on the problem of disguise now, at once, there will be no agonised last moment searches for "any old thing" to serve to cloak one's sins of procrastination.

Meanwhile as Music is the prime necessity for a successful Ball, and all have the unique chance of choosing their own programme of favourite dances, it behooves all to be up and doing to get their coupons filled up and sent in as soon as possible. *Verb. sap.*

It should be added that if there are dances not included in the list which a number of people wish to be played at the Ball, it is only necessary to send the names of them in to have them included in the programme. It must be distinctly understood, however, that no change can be made in the voting list, which was compiled after consultation with the leaders of several Bands, as to which Dances draw the most encores.

## THIS AGE OF WASTE.

[BY PROFESSOR A. M. LOW.]

It is many years since science was regarded as the perquisite of those who dabbled in the black arts and the scientist as a man whose stock-in-trade consisted of a cat, a skull, and a couple of black velvet curtains. We have almost reached the stage when natural discovery, the attempt of the world to explain the common events of life, has become more important to the man in the street than a social knowledge of Greek or Latin.

Even the stockbroker is intrigued by his son's knowledge of wireless and is interested in the working of his telephone. Possibly the most remarkable illustration of our lack of progress in the world of to-day is the manner in which waste is countenanced. We may boast of our civilisation and our politicians may make economy the watchword of their platform, but scientific education and discovery alone can prevent waste.

Our everyday lives teem with examples of a waste that is terrible beyond description.

## HOW WE WASTE COAL.

What made England great? Why was the country land fit for heroes before the War? Coal, nothing but the coal which we throw away in tons of thousands of tons every day. It is wasted at the pithead, where antiquated machinery supplements conditions of the Middle Ages; it is burnt in furnaces which throw 20 per cent. to the winds, and used in steam engines which lose 30 per cent. in a manner that makes even the act of waste most inconvenient.

All this energy goes begging at a rate that would bankrupt the world's supply were we to continue without hope of new methods. The smoke that gives us fogs and steals thousands each year from the pockets of business men and shopkeepers is worse than a loss; it brings in its train the further wastage of disease. Coal by-products more valuable than the fuel itself are thrown away to the tune of over £20,000,000 yearly. At a modest computation, £100,000,000 is lost on our coal in twelve months.

The price we pay for comfort is appalling. Our motor-cars use about 10 per cent. of the petrol we purchase to carry us along the road; the rest we pay to lose through exhaust pipes and radiators. To estimate this useless (?) residue at £50,000,000 per annum is to err on the side of moderation.

It is not only in the realms of the manufacturer and the engineer that mankind is squandering; the household is a glaring example. Our lighting bill, the dividing commodity between ourselves and the savage, costs about fifty times as much as it should.

In the kitchen we are as bad or worse. Houses are warmed by fires placed on outside walls, open grates lose half the "heat" we have purchased at 40s. per ton, and kitchen ranges must be lit and furnaces kindled to warm a mass of bricks and iron before one little piece of meat can be made hot for 20 minutes.

During every meal we pour money down the drain. We burn lights we do not want, we waste expensive food simply because we cannot use the energy of that food without employing the many wasteful processes still needed to keep our bodies in working order.

What man can usefully consume a 7s. 6d. meal, not to mention a dinner at £1 1s. 1 After a meal the food value of the scraps is quite 25 per cent. of that of the meal itself. It is an old joke that the leavings of salt, pepper and mustard have made the fortunes of many a grocer. In 1925 the joke is against those who pay to-day's food prices.

In our personal habits we are terrible offenders against the laws of economy. Clothes are callous; people will have them, and they join the list of goods which bring fortunes to their happy providers. A man's clothes actually affect his income. A doctor in a one-piece washable suit would get little business, he must waste quite £30 each year on decorating himself with the modern medicine man's regalia.

And politicians talk of economy! It is science that has as its one object the prevention of waste. That nothing is destructible may be a law of nature, but the element of time prevents creation assisting our pocket, and we continue gladly to spend £318,000,000 on drinks. Even these are wasted as a "hobby" and in remnants. Those millions are not all used up in food value.

## 400 MILLIONS A YEAR.

The science of medicine strives to prevent wastage and to kill the bacteria that wage a war of attrition upon mankind. The engineer strives to save fuel and the scientist tries to supply our needs from synthetic waste, so that more loss may be avoided.

Education teaches us not to waste thought; the most permanent effort of all, and tells us how to use our brain so that the effort of thought may not consume food and fuel in a wasteful manner. Even the bricklayer is not forgotten by science. The Department of Industrial Research photographs his movements and tells him where bodily energy is thrown away without useful result by unnecessary motions in lifting bricks.

Wireless is another terrible example. We waste hundreds of horse-power in communicating signals over a few miles without enough energy at the receiving end to move a feather.

It is only science that makes any practical attempt to save and economise. Our leaders have not yet realised the mockery of flag days for hospitals, and hospitals fight for progress as much as they fight against disease. What would the man in the street think of a flag day for the Navy? Would it be less logical than purchasing coloured ribbons to help the blind?

With a yearly preventable waste of anything up to £400,000,000, we should pause to think. Add a few thoughts to that figure by all means; it is only a drop in the ocean of waste in which we cheerfully bathe the whole year round. *Evening Standard.*

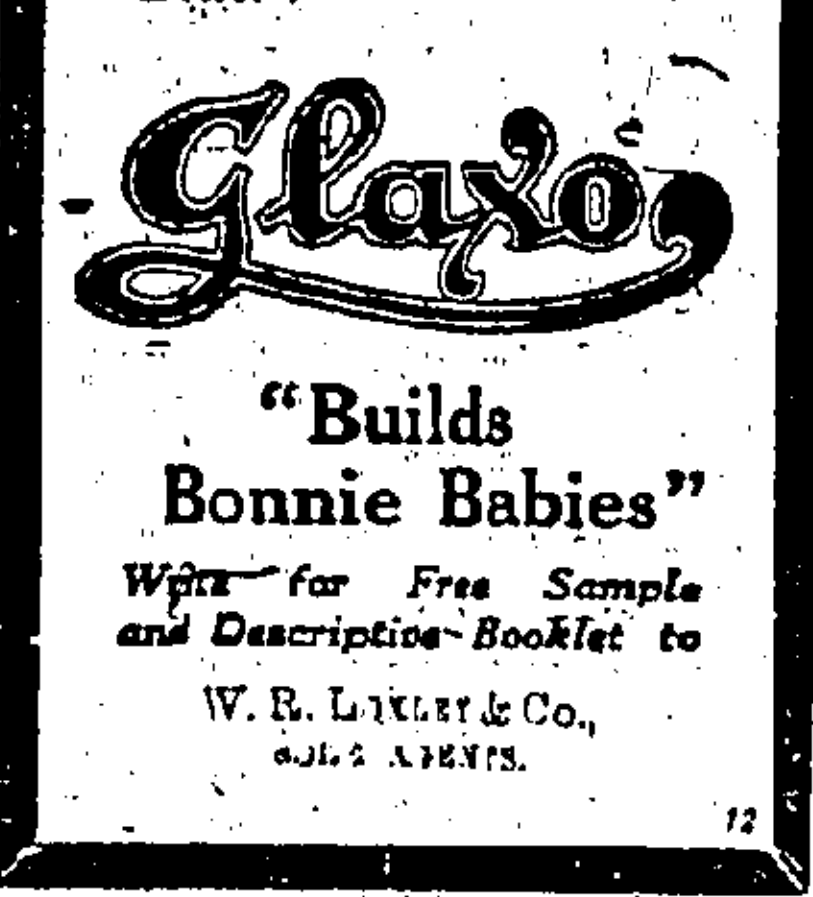


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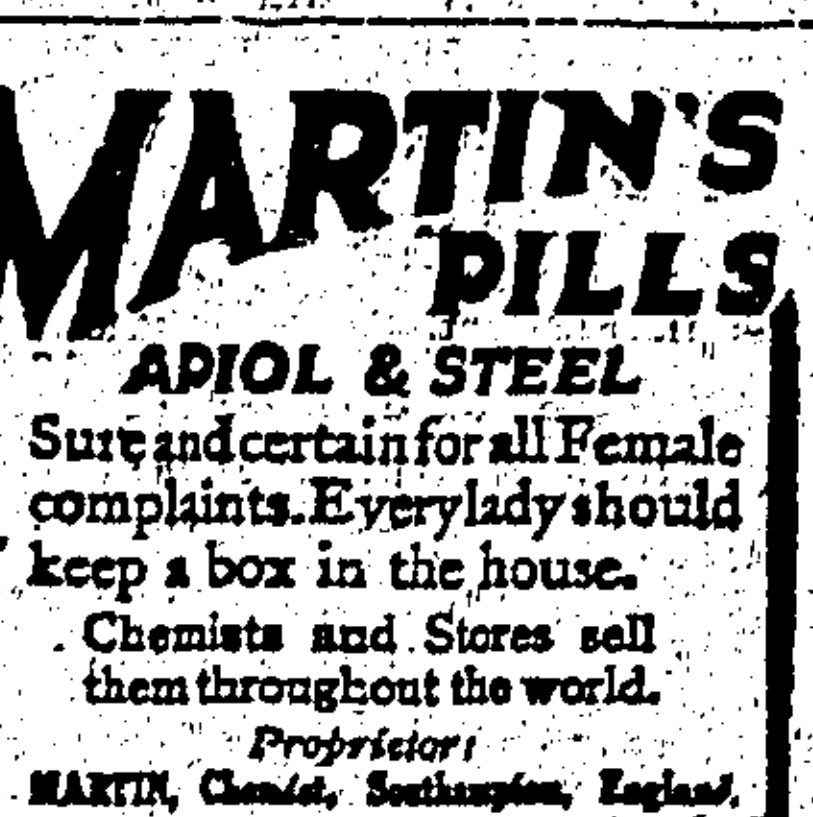
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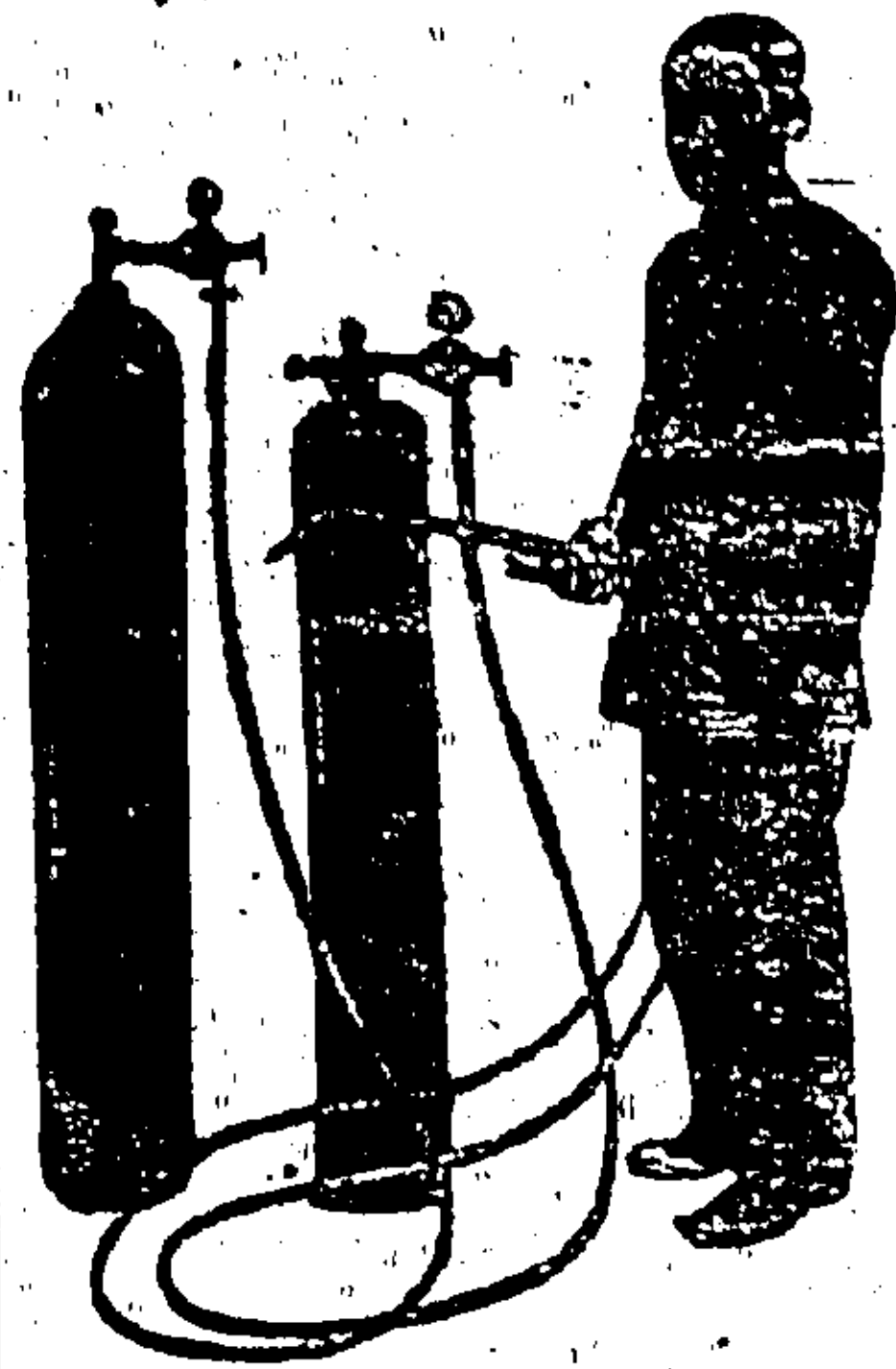
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### SHIPS' OFFICERS.

HISTORY OF THE RECENT  
DISPUTE.

SATISFACTORY DECISION.

Commenting on the withdrawal by Messrs. Jardine, Matheson & Co., Ltd., of the proposals referring to salary reductions for ships' officers the *China Press* of February 29th says:—

The decision of the Company was received in Shanghai with general satisfaction by those concerned, and has brought to a conclusion a state of affairs between the men and their employers that was, to say the least, fraught with grave possibilities and difficulties.

It has been common knowledge along the China coast for many months that it was proposed to reduce the salaries of officers and engineers on the ships of a certain company, and when the announcement came from Jardine, Matheson & Co., it was not unexpected. Consequently, when the proposal was made, it met with strong opposition from the China Coast Officers' Guild and also the Marine Engineers' Guild, both of which made it known in no uncertain voice that such would meet with the united disapproval of the members.

Negotiations have been in progress since last August, when the first official intimation of the Company's intentions were made known by letter to the Guilds. The letter stated that Jardine, Matheson & Co. proposed certain reductions in salaries and asked the Guild to support them. The matter was discussed at various meetings of the Guilds right up to the present time, and a conference was also held with the Company, but nothing came out of them and no settlement could be effected. When it was found that the Guilds would not agree in a body to the proposals, private meetings of the Company's own employees were called in order to put the matter before them, but the men intimated that the only proper method of discussing the question was through the Guilds. The Company then came back to the Guilds and wanted to make the reduction effective and, also, wanted to know what the men were going to do. The answer was given in the ultimatum issued on Friday.

This was the history of the dispute as given by Mr. Watson yesterday, and he added that, so far as the Guild was concerned, the matter was finished with now that the proposal of the Company had been withdrawn.

### UNITED FRONT.

The sending of the ultimatum was the outcome of the decision made at a combined meeting of the two Guilds held on Thursday evening, but what transpired at that meeting and what was to be the attitude of the members had the Company persisted with their proposals, has not been divulged. Sufficient it is to state that the officers of the Company, both deck and engineer, were prepared to present a united front in the defence of their mutual interests and had come to a "momentous and serious decision" in the matter.

Mr. Kirby said that it was not his intention to make any statement regarding the reasons for the Guild taking the decisive step that it had, as his idea was that, in all negotiations of this character between the officers on the Coast and their employers, it was always the party who made the first move who should make the first statement. As the Company had called for the reduction in wages the onus of making the first statement for the benefit of the public rested with them.

Mr. Watson added that he wanted it made clear that so far as the Guilds were concerned the matter was finished. In conversation with Mr. Watson said that, in view of the present high cost of living, it was well-known that the wages were really below a fair average, but up to the present, the Guild had refrained from making any advances for an increase. The recent trouble only served to show the value of the Guilds to the officers of the Coast, since, without a united front and without the support of the other members, it was more than likely that the officers of the Company concerned would have been unable to meet the crisis. He did not feel justified in giving any statement to the public at this juncture and would withhold any comment until the Company made their statement.

### PAY AND COMPANY'S EARNINGS.

Just, however, to show that the officers were justified in taking the stand they had, he quoted from the report of the statement made by the shipping companies before the arbitration body in 1917. The companies, Jardine, Matheson & Co., and Butterfield and Swire, stated before the arbitrators *inter alia*: "That the rate of pay is not necessarily dependent on the earnings of the company, but by the volume of the services rendered by the employer in question." The clause went on to state "and it is for the officer concerned to establish that the existing rate of pay is out of proportion to the service rendered."

Since a reduction in pay was the matter in question on this occasion, not an increase, it was for the Company to show that the services rendered by the officer were not in proportion to the pay and, in doing so, the earnings of the company could not enter into the question. The officers of the Guilds realised that the companies had not been experiencing the best of times and this had been a great factor restraining them absolutely from making any advances for an increase in salary, despite the increase in the cost of living.

Mr. Watson stated that the recent trouble was the first that had occurred since the strike in 1916, which was mainly over the recognition of the Guild and also for an increase in pay. The result of the strike was the granting of an increase in wages. There had been absolutely no trouble since that time and everything had gone along smoothly.

### STEAMER FIRE IN MANILA HARBOUR.

HEMP CARGO DAMAGED.

Gas masks which had become almost obsolete after the close of the world war, says the *Manila Times*, played an important part in extinguishing a fire which started in hatch No. 2 of the steamship *Steel Seafarer* at Pier 5 on the morning of March 1st. Sailors, Customs guards and firemen who fought the blaze were all equipped with gas masks furnished by the United States Quarantine Office. First attempts of fire-fighters to enter the hatch where the fire originated proved futile because of the volume of smoke which repelled them. It was only after the distribution of the gas masks that the blaze could be effectively controlled.

Smoke coming out from hatch No. 2 of the vessel was first discovered at 6:10 o'clock. An alarm was immediately turned in by customs guards, and several fire stations responded.

According to Captain Lorenzo of the Fire Department who was on the scene, the fire was due to spontaneous combustion. The blaze apparently started in a corner where bundles of newspapers were stored, he said. He could not give an estimate of the damage, but he said considerable cargo, principally hemp, had been damaged by water. Persons along the waterfront place the damage by water at P20,000.

The principal export cargo of the *Steel Seafarer* loaded at Manila was hemp valued at P270,000. Centrifugal sugar on board was valued at P164,000, and desiccated coconut at P34,000.

### THE RECENT MISHAP TO THE "SARPEDON."

The following account is given in *hemp papers* of the mishap to the *Sarpedon* as she was leaving Liverpool on her outward voyage:—

A serious collision between the Cunarder *Carmania* and the Holt liner *Sarpedon* was narrowly averted in the Mersey on Saturday afternoon, January 30th. Both vessels were outward bound. The *Carmania* for New York with several hundred passengers. The steamers were alongside the landing stage, and the *Carmania* was proceeding into the river when she was carried by a strong ebb tide on to the *Sarpedon*. The front of a dummy barge was crushed to matchwood, and the gangways leading on to the *Sarpedon* were quickly cleared of passengers. The *Carmania* was caught amidships by the bows of the *Sarpedon*, but fortunately it was only a glancing blow. The hawser ropes on the Holt liner were carried away, and the *Carmania* scraped her way along the *Sarpedon*. The sides of both vessels were bared of paint for a considerable distance. There was a crunching sound and the *Sarpedon* tilted over slightly, but the *Carmania* got clear without smashing in the sides of the Holt liner, as at one time seemed possible.

After examination in mid-river the *Carmania* was found not to have suffered serious damage, and proceeded to sea, but it was decided not to allow the Holt liner to sail, and she was removed to Alfred Dock for thorough examination. The passengers were told they could either remain on board the *Sarpedon* or secure accommodation in Liverpool hotels. Most of them left the vessel. Subsequently the *Sarpedon* was allowed to sail. She reached Hongkong yesterday (March 8th).

### THE OPENING OF PARLIAMENT.

M.P.'S WAIT ALL NIGHT FOR SEATS.

The King, accompanied by the Queen, opened the second session of the present Parliament with the usual ceremony on February 2nd. A Parliamentary correspondent, describing the ceremony said: His Majesty's voice as a rule is remarkably clear and reaches to the utmost limits of the House of Lords. To-day, however, there were periods when he could not be heard so clearly.

The Prince of Wales was not present at the ceremony, not having sufficiently recovered from the effects of his recent hunting accident. The Duke of York, however, was in his place at the head of the bench of dukes, and bowed with the rest of the Peers to their Majesties when they entered on the stroke of noon.

Actually there were more Peers than Peers present, and their appearance in the "conventional colours of half mourning," black, white, mauve, and purple, contrasting so well with the scarlet and white of the Peers' robes, made the spectacle even more than usually beautiful, and provided the ideal setting for the wonderful array of jewels. Many ladies wore violets clasped to the shoulders of their cloaks.

M. Rakovsky, the Russian representative in London, was a noticeable figure among the diplomats present. Earlier in the day there was the usual gathering in Palace Yard of members of the House of Commons, anxious to be present in good time to claim their seats. By ancient custom the placing of a card establishes a right to a position for the rest of the session, and two members waited outside the House all night for this opportunity. They were Sir Frank Nelson (Con., Stroud) and Dr. Vernon Davies (Con., Royston), both of whom began their vigil before midnight.

Lady Astor, who appeared on the scene only a few minutes before the doors opened at 8 a.m., was the first to enter. Most seats were "reserved" and occupied when the Speaker took the chair shortly before noon to await the summons of Black Rod to the opening ceremony in the House of Lords. The Prime Minister linked his arm with that of Mr. Clynes, who deputises as chief of the Socialist Opposition in the absence abroad of Mr. Ramsay MacDonald, in the subsequent procession to the "other House."

### SUNRISE AND SUNSET IN HONGKONG.

FOR MARCH, 1926.

STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.

| Date       | Sunrise   | Sunset    |
|------------|-----------|-----------|
| March 10th | 6:38 a.m. | 6:31 p.m. |
| " 11th     | 6:37 "    | 6:31 "    |
| " 12th     | 6:36 "    | 6:32 "    |
| " 13th     | 6:35 "    | 6:32 "    |
| " 14th     | 6:34 "    | 6:32 "    |
| " 15th     | 6:33 "    | 6:33 "    |
| " 16th     | 6:32 "    | 6:33 "    |
| " 17th     | 6:31 "    | 6:33 "    |
| " 18th     | 6:29 "    | 6:34 "    |
| " 19th     | 6:28 "    | 6:34 "    |
| " 20th     | 6:27 "    | 6:35 "    |
| " 21st     | 6:26 "    | 6:35 "    |
| " 22nd     | 6:25 "    | 6:36 "    |
| " 23rd     | 6:24 "    | 6:36 "    |
| " 24th     | 6:23 "    | 6:36 "    |
| " 25th     | 6:22 "    | 6:36 "    |
| " 26th     | 6:21 "    | 6:37 "    |
| " 27th     | 6:20 "    | 6:37 "    |
| " 28th     | 6:19 "    | 6:38 "    |
| " 29th     | 6:18 "    | 6:38 "    |
| " 30th     | 6:17 "    | 6:38 "    |
| " 31st     | 6:16 "    | 6:38 "    |

### THE BEN LINE STEAMERS, LIMITED.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to Risk.

All Claims against the Steamer must be presented to the Underwriter on or before the 29th instant, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hongkong, 8th March, 1926. [3230]

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 9th.

|                | Previous Day at 2 p.m. | On Date at 2 p.m. | On Day at 2 p.m. |
|----------------|------------------------|-------------------|------------------|
| Barometer      | 30.13                  | 30.10             | 30.08            |
| Temperature    | 64                     | 61                | 62               |
| Humidity       | 78                     | 91                | 69               |
| Wind Direction | E                      | E                 | ESE              |
| " Force        | 3                      | 3                 | 4                |
| Weather        | O                      | OD                | O                |
| Rain           | 0.00                   | 0.00              | 0.00             |

Highest open-air Temperature on 8th ... 64  
Lowest open-air Temperature on 9th ... 61

### HONGKONG TIDE TABLE.

From March 10th to 16th, 1926.

| Days of Week | Days of Month | High Water             |         | Low Water              |         |
|--------------|---------------|------------------------|---------|------------------------|---------|
|              |               | H'kong. Standard Time. | Height. | H'kong. Standard Time. | Height. |
| Wed.         | 10            | 7 34                   | 4 1     | 1 2                    | 1 4     |
| Thurs.       | 11            | 8 22                   | 4 4     | 1 26                   | 3 7     |
| Fri.         | 12            | 9 11                   | 4 7     | 1 51                   | 1 0     |
| Satur.       | 13            | 10 0                   | 4 8     | 2 33                   | 0 7     |
| Sun.         | 14            | 10 53                  | 4 5     | 3 12                   | 0 6     |
| Mon.         | 15            | 11 44                  | 5 4     | 4 10                   | 1 8     |
| Tues.        | 16            | 12 35                  | 6 4     | 5 17                   | 1 4     |

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of the

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TRADE REPORT."

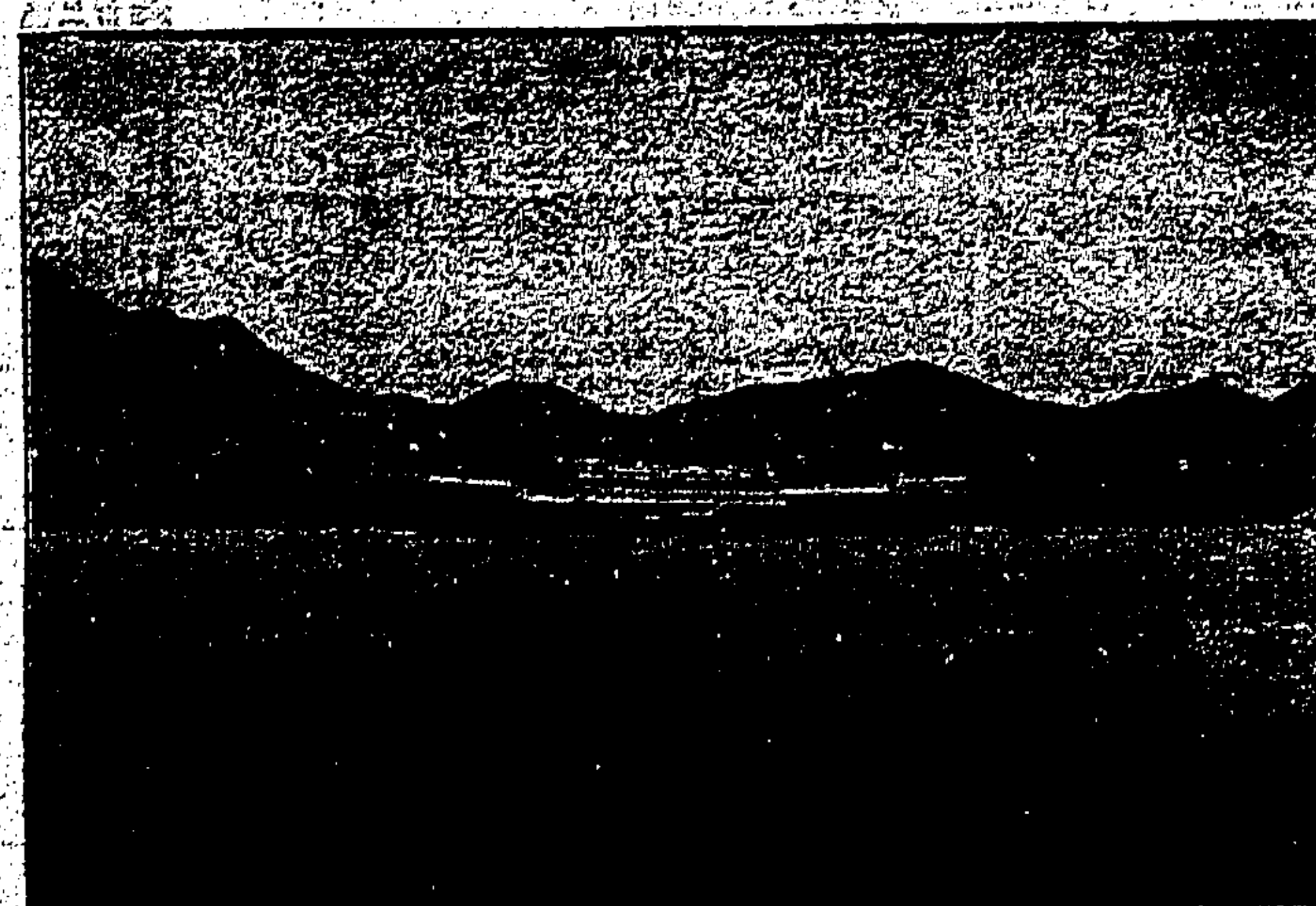
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## SHIPPING NEWS

## ARRIVALS.

March 8th.  
*Benigne*, British str., 2,505 tons, Capt. J. J. Fairweather, from London and Singapore, the latter port she left on March 2nd, with a general cargo, lying at Kowloon Wharf.—Gibb, Livingston & Co.

*City of Spokane*, American str., 4,774 tons, Capt. D. C. Austin, from Seattle and Shanghai, the latter port she left on March 5th, with a general cargo, lying at buoy No. A23.—Admiral Oriental Line.

*Kangaroo*, British str., 1,583 tons, Capt. A. V. Harrison, from Bangkok, with general cargo and rice, lying at buoy No. B11.—B. & S.

*Linn*, British str., 1,350 tons, Capt. J. E. Richards, from Shanghai and Amoy, with a general cargo, lying at buoy No. B3.—B. & S.

*Moji Maru*, Japanese str., 3,757 tons, Capt. T. Fujita, from Singapore, which port she left on March 2nd, with 650 tons of general cargo, lying at Kowloon Wharf.—N.Y.K.

*Van Closen*, Dutch str., 2,982 tons, Capt. H. G. Bliss, from Singapore, with a general cargo, lying at buoy No. A10.—J.C.T.L.

March 9th.  
*Fulda*, German str., 3,525 tons, Capt. Richard Arndt, from Yokohama and Foochow, lying at buoy No. A3.—Melchers & Co.

*Huon*, French str., 730 tons, Capt. L. Cruchot, from Haiphong and Fort Bayard, with a general cargo, lying at buoy No. C14.—Messageries Maritimes.

*Kojun Maru*, Japanese str., 1,303 tons, Capt. U. Ishiguro, from Dairen and Weihaiwei, with a general cargo, lying at buoy No. C11.—M.B.K.

*Persia*, British str., 6,299 tons, Capt. Wm. Simpson, from Shanghai, which port she left on March 6th, with a general cargo, lying at buoy No. A1.—B. & S.

*Szechow*, British str., 1,594 tons, Capt. Edwin Monkman, from Tsingtau and Shanghai, with a general cargo, lying at buoy No. B11.—B. & S.

*Taming*, British str., 1,350 tons, Capt. D. Lupton, from Shanghai with a general cargo, lying at buoy No. C10.—B. & S.

## CLEARANCES.

March 9th.  
*Archer*, for Shanghai.

*Benigne*, for Shanghai.

*City of Spokane*, for Hongkong.

*Fulda*, for Manila.

*Huon*, for Swatow.

*Kojun Maru*, for Yokohama.

*Persia*, for Singapore.

*Szechow*, for Shanghai.

*Taming*, for Kwang Chow Waa.

*Van Closen*, for Swatow.

## PASSENGERS.

Per N.D.L. m.s. *Fulda*, on March 9th: Mr. L. V. Lang, Mr. A. J. Gomes, Mrs. S. Sequeira and two children, Mrs. F. Wong and two children, Mr. W. Scott, Mr. W. T. Lo, Mr. P. S. Chum, and Mr. E. Gorke.

Per N.D.L. m.s. *Fulda*, on March 9th: Mr. and Mrs. M. S. Rice, Mr. and Mrs. F. P. Nidkey, Mrs. L. Jackson, Mrs. J. MacAdam, Mr. and Mrs. Lewy H. Pagan, Mr. and Mrs. Brown, Mr. and Mrs. Habersang and two children, Mr. and Mrs. S. Kiemer and child, Mr. and Mrs. H. H. Soedermann.

Per Admiral Oriental liner *President Grant*, for Manila on March 9th: Mr. and Mrs. F. B. Arthur, Mrs. A. J. Brent and two children, Mr. J. E. Burke, Mrs. P. C. Coons, Mr. P. C. Clover, Prof. L. Fernandez, Mr. and Mrs. U. G. Frandor, Mr. and Mrs. J. G. Gold, Mr. E. C. Kallstrom, Mr. and Mrs. F. W. Peckard, Miss G. Reidinger, Mr. and Mrs. W. B. Strong, Mr. and Mrs. R. E. J. Summers, Mr. W. E. Williams, Mr. and Mrs. F. G. Guber, Mr. and Mrs. A. S. Machichan, Mr. R. Martinez, Mr. A. Rivera, Mr. B. Rivera, Mr. A. F. Torrance, Mr. W. S. Nelson, Dr. and Mrs. H. S. Allen, Mrs. R. O. Davis, Master B. Davis, Mr. and Mrs. K. Yabuki and three children, Miss K. Suyoshi, Mr. Y. S. Ding, Dr. and Mrs. C. E. Jefferson, Mr. R. E. Manly, Mrs. A. C. Kincome, Miss F. Kincome, Mrs. C. R. Applegate, Mrs. E. Blauvelt, Mr. F. Davenport, Mr. H. C. Rust, Mr. C. A. Gunn, Mr. Y. Poon Chung, and Mr. C. S. Rowe.

## SHIPPING NOTES.

The s.s. *Hero* (Norwegian) arrived in port yesterday for the purpose of going to the Kowloon Dock for repairs, etc.

As a result of the merger between the T.K.K. and N.Y.K., the staff of the Hongkong office of the T.K.K. is being disbanded. Yesterday, Mr. F. T. McEwen, the passenger agent of this office, left for the United States.

A notice in the Harbour Office, issued by the Marine Department of the Marine Customs at Shanghai, under date of March 1st, states that the *Taiuso* Light, approach to the Yalu River, extinguished during the winter season, will be exhibited again at sunset on March 15th, 1926.

There was a heavy entry of dock passengers for the twenty-four hours ended at 9 a.m. yesterday, the total being 2,841. Of this number, the s.s. *Tyada* carried 1,063 from Calcutta and Singapore; the s.s. *Hydranga* 750 from Kwang Chow Waa and the s.s. *Van Closen* 801 from Singapore.

(Continued at foot of next Column.)

## HONGKONG SHIPPING.

A feature of yesterday's shipping statement was the large number of arrivals, these being above the daily average. Half the vessels entering port for the period reported on were British. Another feature of the return was that the total cargo entered (both for and not for Hongkong) exceeded the average daily total for a very long time past, being several thousand tons above the usual entries.

The number of vessels in the harbour at 9 a.m. yesterday was shown as being 79, of which 37 were British.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered eighteen, viz., nine British, one German, one Dutch, four American and three Japanese. The departures over the same period were ten—two for Singapore, one for Calcutta, two for Shanghai, one for Bangkok, one for Saigon, three for Amoy and one for Kwang Chow Waa; with three clearances for Haiphong, Shanghai and Amoy respectively.

## CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday.)  
 For Hongkong ..... 12,764 tons.  
 For ports beyond ..... 45,358 ..

Total ..... 61,192 ..

(During previous 24 hours ended at 9 a.m. on Monday.)  
 For Hongkong ..... 9,085 tons.  
 For ports beyond ..... 13,054 ..

Total ..... 22,139 ..

Of the cargo entered for Hongkong, 6,258 tons were carried in British vessels, and 6,336 tons in vessels of other nationalities. The heaviest entry made was 2,734 tons by a Japanese vessel, and the next best 2,158 by a British. Two British vessels entered over one thousand tons each and there was a similar entry by an American arrival. Entries of cargo for ports beyond were all fairly heavy, there being two—one entry of over six thousand tons, one of over five thousand tons, two of over four thousand tons each, one of over three thousand tons each, two of over two thousand tons each and one of one thousand tons. There was only one entry that was at all low, this being one of 50 tons only. The heaviness of cargo for ports beyond shown in the total, however, was mainly accounted for by an entry of 11,140 tons of bulk oil for other ports.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:  
*Tyada* (British) from Calcutta and Singapore with 1,657 tons of general cargo, pig iron and mail and 4,821 tons of similar cargo for ports beyond;

*Hydranga* (British) from Kwang Chow Waa with 83 tons of general cargo and mail;

*Linn* (British) from Shanghai and Amoy with 110 tons of general cargo and mail;

*Szechow* (British) from Liverpool and Singapore with 1,529 tons of general cargo, mail and 5,699 tons for ports beyond;

*Szechow* (British) from Tsingtau and Shanghai with 550 tons of general cargo and mail;

*Taming* (British) from Shanghai with 80 tons of general cargo and mail;

*Persia* (British) from Shanghai with two packages of general cargo, mail and 6,933 tons for ports beyond;

*Kangaroo* (British) from Bangkok and Kowloon with 2,158 tons of rice and general cargo, mail and 222 packages transhipped for ports beyond;

*Benigne* (British) from London and Singapore with 400 tons of general cargo and 2,500 tons for ports beyond;

*Fulda* (German) from Yokohama with oil entry for Hongkong, but 2,836 tons for ports beyond;

*Van Closen* (Dutch) from Singapore with 418 tons of general cargo and 60 tons for ports beyond;

*China Arrow* (American) from San Francisco with a 22 entry for Hongkong, but 11,140 tons of bulk oil for ports beyond;

*Archer* (American) from New York and Manila with 784 tons of general cargo and 5,235 tons of case oil for ports beyond;

*City of Spokane* (American) from Seattle and Shanghai with 540 tons of general cargo and 1,000 tons for ports beyond;

*President Grant* (American) from Seattle and Shanghai with 588 tons of flour, 255 tons of fish and 170 tons of general cargo total 1,053 tons; mail and 3,668 tons for ports beyond;

*Gusan Maru* (Japanese) from Lung-keo with 340 tons of Chinese vermelli;

*Moji Maru* (Japanese) from Calcutta and Singapore with 850 tons of pig iron and general cargo and 4,396 tons of similar cargo for ports beyond; and

*Kojun Maru* (Japanese) from Dairen and Weihaiwei with 2,734 tons of beans, ground-nuts, bean-oil and sundries.

Later arrivals, too late for entry in the above returns, included the s.s. *Hanoi* (French) from Haiphong and Fort Bayard with 700 tons of general cargo and mail; the s.s. *Hero* (Norwegian) from Macao and the s.s. *Talma* (British) Amoy.

Another Harbour notification from Shanghai, under date of March 1st, states that the Japanese motor vessel *Fachai Maru* lies sunk 350 feet due east of the southern end of the Railway Wharf at Woosung. A mark boat is moored over the end of the wreck. Each mark boat exhibits a green flag by day and a green light by night. Vessels are cautioned not to pass between the mark boats.

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MANILA

At 5 p.m., Friday, March 12th,

Arrive MANILA 8 a.m. March 14th,

Leave MANILA 4 p.m. March 14th,

Arrive HONGKONG 8 a.m. March 16th

NEXT SAILING TO PACIFIC COAST.

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IYO MARU ..... Tuesday, 16th Mar., at 11 a.m.  
 SHIDZUKA MARU ..... Friday, 2nd Apr.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.  
 SUWA MARU ..... Saturday, 13th Mar., at 11 a.m.  
 FUSHIMI MARU ..... Saturday, 27th Mar.

SYDNEY & MELBOURNE via Manila & Ports.  
 TANGO MARU ..... Wednesday, 24th Mar., at 11 a.m.  
 AKI MARU ..... Wednesday, 21st April

NEW YORK and/or BOSTON via PANAMA.  
 MAYBASHI MARU ..... Saturday, 20th Mar.  
 LISBON MARU ..... Saturday, 24th April

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.  
 KANAGAWA MARU ..... Friday, 23rd April  
 BOMBAY via Singapore, Penang & Colombo.  
 SADO MARU ..... Friday, 12th Mar.

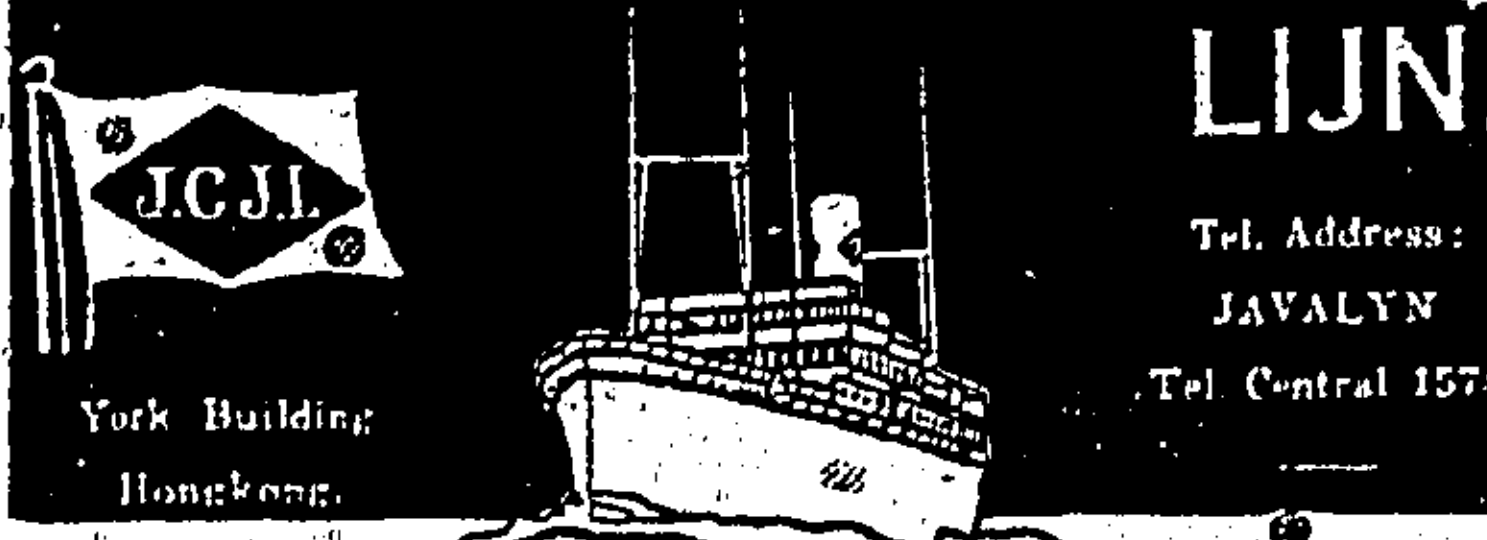
CALCUTTA via Singapore, Penang & Rangoon.  
 OSAKA MARU ..... Friday, 12th Mar.  
 NAGATO MARU ..... Saturday, 20th Mar.

NAGASAKI, KOBE & YOKOHAMA.  
 AKI MARU ..... Thursday, 18th Mar.

SHANGHAI, KOBE & YOKOHAMA.  
 SHINYO MARU ..... Friday, 12th Mar.  
 MUTO MARU ..... Tuesday, 16th Mar.  
 TSUSHIMA MARU ..... Thursday, 18th Mar.  
 KANAGAWA MARU ..... Saturday, 20th Mar.  
 KITANO MARU ..... Tuesday, 23rd Mar.

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|-----------|----------------|----------------------|------------------------|-----------------|
| TJISALAK  | BATAVIA        | 7th Mar.             | 9th Mar.               | SHANGHAI        |
| TJITABOEM | JAPAN & AMOY   | 8th "                | 10th "                 | BATAVIA         |
| TJITABOEM | M'KAAL & S'BAI | 14th "               | 16th "                 | AMOY & SHANGHAI |
| TJISALAK  | SHANGHAI       | 23rd "               | 25th "                 | BATAVIA         |
| TJIBODAS  | DAIET & AMOY   | 26th "               | 28th "                 | M'KAAL & S'BAI  |

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The Harbour Master at Canton notifies that the repairs to the fog-gun at Sampanchow Light-house have been effected, and the gun is now functioning as before.

VESSLS EXPECTED.  
*Empress of Canada* (C.P.R.), due tomorrow.  
*Empress of Russia* (C.P.R.), due March 25th.

## INDO-CHINA

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|                       |             |                                 |
|-----------------------|-------------|---------------------------------|
| BANGKOK               | "OHAKSANG"  | Wednesday, 10th Mar., at Noon   |
| STRAITS & CALCUTTA    | "HOSANG"    | Wednesday, 10th Mar., at 3 p.m. |
| TSINGTAU via SHANGHAI | "KWONGSANG" | Wednesday, 10th Mar., at 4 p.m. |
| STRAITS & CALCUTTA    | "LAISANG"   | Friday, 12th Mar., at 3 p.m.    |
| KOBE via AMOY & MOI   | "FOOKSANG"  | Sunday, 14th Mar., at 7 a.m.    |
| CHINA                 | "CHIPSANG"  | Monday, 15th Mar., at Noon      |
| HAIPHONG via HOIHOW   | "KINGSANG"  | Tuesday, 16th Mar., at 10 a.m.  |
| TSINGTAU via SHANGHAI | "TINGSANG"  | Wednesday, 17th Mar., at Noon   |
| STRAITS & CALCUTTA    | "SUISANG"   | Thursday, 18th Mar., at 3 p.m.  |
| KOBE via MOI          | "NAMSANG"   | Friday, 19th Mar., at 7 a.m.    |
| STRAITS & CALCUTTA    | "RUMSANG"   | Thursday, 25th Mar., at 3 p.m.  |

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 "GLENAPP" ..... 1st Apr.  
 "CARMARTHENSIRE" 15th "

## HOMEWARDS.

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"GLENIFIER" ..... 10 a.m., 10th Mar.  
 "GLENAMOI" ..... 7th Apr.  
 "GLENSHANE" ..... 4th May  
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|--------------------------------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
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| "DERFFLINGER" ..... 27th March, 1926                                     |                                                         | 4th April, 1926                                                                                                       |
| "TRIET" ..... 30th April                                                 |                                                         | 1st May, "                                                                                                            |
| "SAARBRUECKEN" ..... 23rd May                                            |                                                         | 28th May, "                                                                                                           |
| "COBLENZ" ..... 19th June                                                |                                                         | 27th June, "                                                                                                          |
| "ANHALT" ..... 15th July                                                 |                                                         | 22nd August, "                                                                                                        |
| "FULDA" ..... 12th August                                                |                                                         | 18th September, "                                                                                                     |
| "DERFFLINGER" ..... 11th September                                       |                                                         | 18th October, "                                                                                                       |
| "TRIET" ..... 11th September                                             |                                                         | 18th October, "                                                                                                       |

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| PORTHOS       | 11th Feb., 1926               | 17th Mar., 1926                                   | 16th Mar., 1926                                |
| ANDRE LEBON   | 11th Feb., 1926               | 17th Mar., 1926                                   | 30th Mar., "                                   |
| PAUL LECAT    | 11th Feb., 1926               | 17th Mar., 1926                                   | 13th Apr., "                                   |
| AMBOISE       | 11th Feb., 1926               | 17th Mar., 1926                                   | 27th Apr., "                                   |
| ANGERS        | 11th Feb., 1926               | 17th Mar., 1926                                   | 11th May, "                                    |
| AMAZONE       | 11th Feb., 1926               | 17th Mar., 1926                                   | 25th May, "                                    |
| D'ARTAGNAN    | 11th Feb., 1926               | 17th Mar., 1926                                   | 8th June, "                                    |

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Telephone: Central 740. 3, QUEEN'S BUILDING, AGENTS.

## WITHIN CALL.

The following vessels were expected to be in wireless communication with Hongkong last night:—*Purpura*, *Altai Maru*, *Shinsei Maru* No. 6, *Nobiken*, *Chokyu Maru*, *Songbo*, *Hanoi*, *Horan Maru*, *Sarpedon*, *Fulda*, *Cassio*, *Bintang*, *Paul Le Lecat*, *Laitang*, *Fooksang*, *Kwaiyang*, *Pereus*, *Haiching*, *President Grant*, *Ile de Panay*, *Takada*, *West*, *Momentum*, *Gleniffer*, *City of Canada*, *Arafura*, *Suva*, *Maru*, *Taiyo Maru*, *Chakrang*, *Hakusan Maru*, *Tibodas*.  
 (Continued at foot of next Column.)

## VESSELS IN DOCK.

The following vessels are in Dock:—*Kowloon Dock*—*Passet*, *Tangistan*, *Seistan*, *Siang Wo*, *Hero*.  
*Taiakoo Dock*—*Huichow*, *Kinahan*, *Kweiyang*, *Hunan*, *Suiyang*, *Philadelph*.  
*Cosmopolitan Dock*—*Ling Nam*.  
 At Kowloon Bay.—*L. Onawa*, *Sun On*.  
 At Plover Cove.—*Pong song*, *Lok Sun*.  
*Kiungchow*, *Indus Maru*, *Kaijo Maru*, *Taishan*.



**THE BANK LINE, LTD.**

AGENTS FOR THE FOLLOWING SERVICES,  
NEW YORK, BOSTON & BALTIMORE  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF RANGOON" ... via Suez Canal ... From Hongkong 28th March.  
S.S. "LANGTON HALL" ... via Suez Canal ... From Hongkong 19th April.

**BOSTON & NEW YORK  
AMERICAN & ORIENTAL LINE**

(ANDREWS WARR &amp; Co., London.)

Sailings from Hongkong  
S.S. "FORRESBANK" ... via Suez Canal ... Second Half April.

**UNITED KINGDOM & CONTINENT  
"ELLERMAN" LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF WELLINGTON" ... From Hongkong ... 13th March.  
FOX HAVEN, LONDON, ROTTERDAM & HAMBURG.  
S.S. "CITY OF VALENCIA" ... From Hongkong ... 23rd April.  
FOX MARSHALLS, HAVRE, LONDON, ROTTERDAM & HAMBURG.

FARES TO LONDON "A" 1st Class £38. 2nd Class £20.  
"B" 1st Class £30. 2nd Class £15.

**MAURITIUS & SOUTH AFRICA  
ORIENTAL-AFRICAN LINE**

S.S. "SURAT" ... From Hongkong Middle of April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Lourenco Bay, Walvis Bay, and Madagascar.

**AUSTAL-EAST INDIES LINE.**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.  
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

**THE BANK LINE LTD.**

Tel. Cent. 4791.

**BOSTON NEW YORK & BALTIMORE**

Joint Service of the

**BLUE FUNNEL LINE**

(OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.)

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "KNIGHT COMPANION" ... via Suez Canal ... 7th Mar.  
S.S. "CITY OF RANGOON" ... via Suez Canal ... 28th Mar.  
S.S. "CALOHA" ... via Suez Canal ... 7th Apr.  
S.S. "LANGTON HALL" ... via Suez Canal ... 19th Apr.

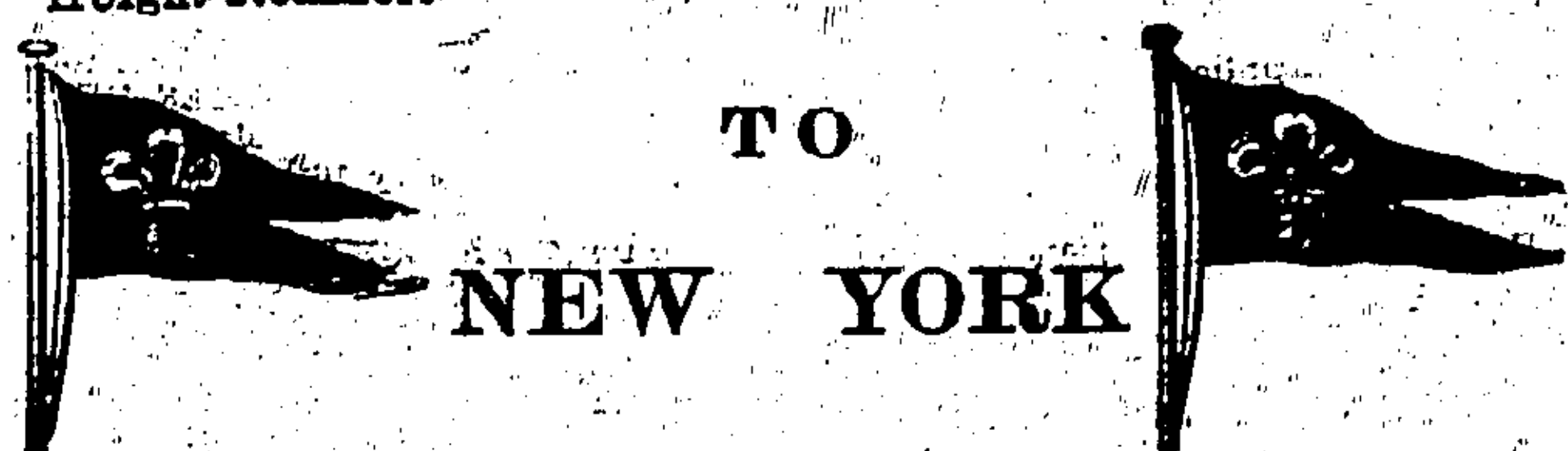
Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

**PRINCE LINE**

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "GABRIEL PRINCE" ... Sailing from Hongkong ... 12th March, 1926.

For Freight and Full Particulars, apply to—

**BURNES (FAR EAST), LIMITED.**

Telephone: Central 3165.  
Telegrams: Burnes.

(Incorporated in Great Britain)  
King's Building.

P.O.D.S. REMEDIES ARE NOT FOR THE SICK BUT FOR THE WELL. THEY ARE THE ONLY REMEDIES WHICH DO NOT HARM THE SYSTEM AND WHICH ARE GUARANTEED TO BRING ABOUT A COMPLETE CURE OF ALL THE ABOVE AFFECTIONS.

**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.  
**VETARZO BRAIN AND NERVE FOOD.**  
For Nervous Breakdown and Chronic Weakness.  
**VETARZO REGULATORS.** Safe and Reliable.

English Price 3s. (either remedy). The **VETARZO REMEDIES CO.**, Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having **VETARZO**. The genuine line words **VETARZO REMEDIES** on Government Stamp. Sold by Leading Chemists.

**P. & O. British India  
Apcar and  
Eastern & Australian  
Lines**

(COMPANIES Incorporated in ENGLAND).  
**MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,  
EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| Steamship.   | Tons.  | From Hongkong (about) | Destination.                         |
|--------------|--------|-----------------------|--------------------------------------|
| "TALMA"      | 8,985  | 11th Mar. 1 p.m.      | Singapore, Penang and Calcutta.      |
| "KASHEMIR"   | 8,985  | 13th Mar. Noon        | Marseilles, London and Antwerp.      |
| "KIDDERPORE" | 9,133  | 15th Mar.             | Singapore, Penang & Bombay.          |
| "KALYAN"     | 10,818 | 20th Mar. Noon        | Marseilles, London, Antwerp & Hall.  |
| "MOOREA"     | 5,318  | 3rd Apr.              | Marseilles and London.               |
| "JEYPORE"    | 5,318  | 6th Apr.              | Singapore, Penang & Bombay.          |
| "LAHORE"     | 5,318  | 11th Apr.             | Singapore and Bombay.                |
| "DELTA"      | 8,097  | 15th Apr.             | Singapore, Penang, Colombo & Bombay. |
| "DEVANHA"    | 8,155  | 17th Apr.             | Marseilles, London and Antwerp.      |
| "KALYAN"     | 9,144  | 21st Apr.             | do.                                  |
| "MACEDONIA"  | 11,089 | 1st May               | Marseilles and London.               |
| "KASHGAR"    | 9,005  | 15th May              | Marseilles, London and Antwerp.      |
| "MALWA"      | 9,041  | 28th May              | Marseilles and London.               |
| "KHYBER"     | 9,114  | 12th June             | Marseilles, London & Antwerp.        |
| "KANTUA"     | 10,992 | 28th June             | Marseilles and London.               |
| "DELTA"      | 8,097  | 7th July              | Singapore, Penang, Colombo & Bombay. |
| "KARMAIA"    | 9,138  | 10th July             | Marseilles, London and Antwerp.      |
| "RANPURA"    | 16,585 | 24th July             | Marseilles and London.               |
| "KASHMIR"    | 8,985  | 7th Aug.              | Marseilles, London, and Antwerp.     |
| "MACEDONIA"  | 11,089 | 21st Aug.             | Marseilles and London.               |
| "KALYAN"     | 9,144  | 4th Sept.             | Marseilles, London & Antwerp.        |
| "MALWA"      | 10,941 | 18th Sept.            | Marseilles & London.                 |
| "KASHGAR"    | 9,005  | 2nd Oct.              | Marseilles, London & Antwerp.        |

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

**BRITISH INDIA-APCAR SAILINGS**

|          |        |                  |                                 |
|----------|--------|------------------|---------------------------------|
| "TALMA"  | 10,000 | 11th Mar. 1 p.m. | Singapore, Penang and Calcutta. |
| "SHIRAZ" | 7,841  | 17th Mar.        | do.                             |
| "TAKADA" | 6,949  | 31st Mar.        | do.                             |

**EASTERN AND AUSTRALIAN SAILINGS (South)**

|              |       |          |                                                                                 |
|--------------|-------|----------|---------------------------------------------------------------------------------|
| "ARAFURA"    | 6,000 | 7th Apr. | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne. |
| "ST. ALBANS" | 4,500 | 5th May  | do.                                                                             |
| "TANDA"      | 6,988 | 2nd June | do.                                                                             |
| "ARAFURA"    | 6,000 | 7th July | do.                                                                             |

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolombangan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

|              |        |                  |                                       |
|--------------|--------|------------------|---------------------------------------|
| "TAKADA"     | 6,949  | 10th Mar. 6 a.m. | Amoy, Shanghai, Moji, Kobe and Osaka. |
| "JEYPORE"    | 6,313  | 12th Mar. D. L.  | Shanghai, Moji and Kobe.              |
| "ARAFURA"    | 6,000  | 13th Mar.        | Moji, Kobe and Yokohama.              |
| "KALYAN"     | 9,144  | 16th Mar.        | Shanghai, Moji and Kobe.              |
| "DEVANHA"    | 8,155  | 20th Mar.        | do.                                   |
| "DELTA"      | 8,097  | 20th Mar.        | Shanghai & Kobe.                      |
| "JAPAN"      | 6,051  | 22nd Mar.        | Kobe.                                 |
| "TILAWA"     | 10,000 | 28th Mar.        | Shanghai, Moji, Kobe and Yokohama.    |
| "MACEDONIA"  | 11,089 | 2nd Apr.         | Moji, Kobe and Yokohama.              |
| "PERION"     | 7,443  | 5th Apr.         | Shanghai and Kobe.                    |
| "ST. ALBANS" | 4,500  | 10th Apr.        | Shanghai, Moji and Kobe.              |
| "KASHGAR"    | 9,005  | 16th Apr.        | do.                                   |
| "KHYBER"     | 9,114  | 30th Apr.        | Moji, Kobe and Yokohama.              |
| "TANDA"      | 6,988  | 8th May          | Shanghai.                             |
| "MALWA"      | 10,941 | 14th May         | Shanghai, Moji and Kobe.              |
| "KANTUA"     | 10,992 | 28th May         | do.                                   |
| "KARMAIA"    | 9,097  | 11th June        | Shanghai & Kobe.                      |
| "DELTA"      | 8,097  | 11th June        | Moji, Kobe and Yokohama.              |
| "ARAFURA"    | 6,000  | 12th June        | Shanghai, Moji & Kobe.                |
| "KASHMIR"    | 8,985  | 25th June        | Shanghai only.                        |
| "RANPURA"    | 16,585 | 9th July         | Shanghai Moji & Kobe.                 |
| "MACEDONIA"  | 11,089 | 22nd July        | do.                                   |
| "KALYAN"     | 9,144  | 8th Aug.         | do.                                   |

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
\*Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
All cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australia Lines are fitted with Landmines.  
Parcels measuring not more than 2 1/2 ft. x 1 1/2 ft. x 1 1/2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For further information, Passage Rates, Freight, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.**

P. &amp; O. Building, Colaba Road Central, HONGKONG.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, alcohol and Excellent cuisine.

**AMOY & FOOCHEW**

AND RETURN

(Occupying 3 or 10 Days)

HAINING ... Capt. W. O. Passmore ... Tuesday, 16th Mar., 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
Round Trip Tickets will be issued from Hongkong to Foochow (Depot Anchorage) and return by the same steamer by the "HAINING" and "HAINING" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

**DOUGLAS LARPAIK & CO.**

General Managers.

**CHINA NAVIGATION CO., LIMITED.**

|                              |           |              |         |
|------------------------------|-----------|--------------|---------|
| SHANGHAI                     | "LIAN"    | On 11th Mar. | 8 a.m.  |
| HAIPHONG                     | "TAMING"  | On 11th Mar. | 10 a.m. |
| WELHAIWEI, CHEFOO & TIENTSIN | "HUICHOW" | On 11th Mar. | 4 p.m.  |
| SHANGHAI & TSINGTAO          | "BOOCHOW" | On 12th Mar. | 4 p.m.  |
| BANGKOK                      | "TRAN"    | On 12th Mar. | 4 p.m.  |
| SHANGHAI                     | "KANGHOU" | On 14th Mar. | 8 a.m.  |
| AMOY & SHANGHAI              | "YINGHOU" | On 16th Mar. | 8 a.m.  |
| SHANGHAI                     | "SINKANG" | On 17th Mar. | 4 p.m.  |

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE.**

Telephone CENTRAL 35.

Agents.

CARGO AND PASSENGER CAN BE ENJOINED AT THE OFFICE OF BUTTERFIELD & SWIRE.

**AUSTRALIAN-ORIENTAL LINE, LTD.**

"CHANGTE" &amp; "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM  
**HONGKONG TO AUSTRALIAN PORTS.**  
VIA MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.  
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.  
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
**HONGKONG TO SYDNEY—19 DAYS.**

| STEAMER | Due HONGKONG ON OR ABOUT | SAILING HENCE ON OR ABOUT |
|---------|--------------------------|---------------------------|
| TAIPING | 17th March               | 28th March                |
| CHANGTE | 27th March               | 2nd April                 |
| TAIPING | 16th May                 | 23rd May                  |
| CHANGTE | 16th June                | 22nd June                 |

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: CENTRAL 35.

Agents.

**DODWELL & CO., LTD.****NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE" ... Sails 15th Mar.

**LLOYD TRIestino.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR  
BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND  
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

**£66.****NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

|                 |     |                 |
|-----------------|-----|-----------------|
| S.S. "ROSANDRA" | ... | Sails 13th Mar. |
| S.S. "FIUME"    | ... | Sails 7th April |
| M.V. "VIMINALE" | ... | Sails 5th May   |

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

|                 |     |                  |
|-----------------|-----|------------------|
| S.S. "VENEZIA"  | ... | Sails 29th Mar.  |
| S.S. "ROSANDRA" | ... | Sails 12th April |
| S.S. "FIUME"    | ... | Sails 3rd May    |
| M.V. "VIMINALE" | ... | Sails 31st May   |

**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

|                |     |                               |
|----------------|-----|-------------------------------|
| S.S. "UMSINGA" | ... | Sails from Calcutta 31st Mar. |
| S.S. "UMSINGA" | ... | Sails from Colombo 12th April |

Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

**DODWELL & CO LIMITED.**

Telephone: Central 1030.

Agents.

**KONINKLYKE PAKETVAART  
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

**"VAN CLOON"**

Due to sail to SINGAPORE, BELAWAN, DELI and  
PENANG, on the 18th March, at Noon, 1926.

Offers excellent Saloon accommodation.

All lower berth. Doctor carried.  
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service  
to all destinations in the Netherlands East Indies and Australia.

Agents—

**JAVA-CHINA-JAPAN-LIJN**

Telephone 1574.

YONG BURNING, CHATEAU ROAD.



